

Largest Circulation of any Shipping Paper.

SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.**

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[For Transmission
Abroad as a Newspaper.] ONE PENNY.

SPUN-YARNS.

From Chicago.



THE VERY LATEST.
Scrubbing brushes and sausages.



ALWAYS READY.
CUSTOMER: The suit is all dust.
SHOWBEG: Ah, mein vrent, dot comes from der schalk vere ve marks dem down so often.



ONE SOUL SAVED.

FIRST EVANGELIST: Do you think you have fully saved Mr. Tipple?
SECOND EVANGELIST: Yes, indeed. I have prayed with him, and sang for him, and read to him, until he has become so converted that he is going to get a divorce from his wife and marry me.

IN THE DOG WATCH.

"Port!" shouted the officer of the watch to a landsman who had been engaged during the strike, and was at the wheel. "No, Sir, thankee; I'll have gin," was the reply of the novice. "Port, I say," roared the officer, whose amusement so far got the better of his ire that he could not curse. "We've left port," replied the incurable. Then the officer rent the lubber's raiment and shed his blood, with curses loud and deep on the Federation.



MR. CHAMBERLAIN.

Mr. Chamberlain, however unpopular with other classes, has been a name to conjure with among most seamen ever since he was at the Board of Trade, and their gratitude to him is increased by his calling the attention of Parliament last week to the subject of incompetent crews, who are far too common now. If Mr. Chamberlain would always keep an eye on their interests, and call the attention of Parliament more frequently to the seamen's grievances, he might make himself the power in the land that he was before the Home Rule split.

That the working man in these days of combination is a highly important personage, the Government of the day has recognised in deciding to appoint a Labour Commission. Two excellent illustrations of the attitude of the politicians to the

working man have just been published. One represents Lord Salisbury brushing the working man's boots on a stand marked Royal Commission, while other politicians crowd round tendering their services like importunate shoeblacks, declaring, "He's stole our job," and he tells them to move on.

The other illustration is in *Punch*. Labour is there represented as a whale which the Government are trying to catch with a sprat labelled Royal Commission.

But we haven't yet caught that whale, Brave boys.
sings the Government Bo'sun in some accompanying verses.

That the Shipping Federation is not intended to "smash" the Seamen's Union is often asserted. But this is what one of its principal organs, *Fairplay*, which ought to know, says in its issue of March 6:—"To let Mr. Wilson do his worst, and to fight him to the last plank, and the last sixpence, is the true business of the Federation; it was for that it was formed; it is by that it will succeed; and the expense will be the merest bagatelle compared with the advantage that will accrue."



SIR CHARLES DILKE

is going to seek re-election to Parliament for the Forest of Dean.

That seafaring men are assaulted or robbed, or both, under the very eyes of

the police, without the police doing anything to protect them, is an old and common and only too well-founded complaint. Very rarely indeed are these guardians of order called to account for permitting such outrages. But the case of the constable who is said to have seen Sadler assaulted outside one of the London Docks without interfering, having been brought before the Home Secretary, that constable has been brought before his superior officers, from whom it is to be hoped he will get his deserts. Had not Sadler's statement been noticed in the Press and in Parliament, his complaint would have gone unheeded. Now that it has been dealt with, the authorities will perhaps be convinced that policemen are not all immaculate, and require looking after more strictly when on duty where seafaring men most do congregate.

Another short-handed vessel! The other day at Cardiff, in the course of a Board of Trade inquiry into the stranding of the steamer *Henry*, of Liverpool, on the coast of Spain, evidence was given that on the date of the accident the captain went into the chart-house where "he unintentionally fell asleep," and that "the second mate, whose watch it was, was engaged on deck getting hoisting tackle ready." Had there been sufficient hands he might have been, especially in the absence of the captain, able to give more attention to the navigation of the ship instead of doing a seaman's work, in which case the stranding probably would have been avoided. The Court, at any rate, in suspending the captain's certificate for six months, and censuring the second mate, declared that the vessel left Cardiff Docks with one man short of her complement through a man missing his passage, but that even with her complement she was lightly manned. Yet the Court does not appear to have found any fault with the owners on this account, though they, or whoever was responsible for the ship being short-handed, evidently deserve more censure than the second mate.

Incompetent "sailors" and incompetent "firemen" are not the only incompetent persons employed aboard modern ships. There are incompetent men to be found among the officers as well.

"Prisoner informed him that he was not competent to navigate and that he was not able to keep a log book," deposed the captain of the steamer *Fairway*, in the course of the trial of Samuel Pergrin, his second mate, for the manslaughter of the cook, and the third hand of the trawler *Coquette*, when she was run down by the steamer *Fairway*, off Eddystone, last December.

"He shipped the prisoner at Cardiff as boatswain, with the understanding that he was to act as second mate if required," said the captain of the *Fairway*. Just before the *Coquette* was run down, Pergrin was in charge of the deck of the *Fairway*, the captain being below, so this may be taken as an occasion on which he was required to act as second mate. That a person who admits he is incompetent to navigate should be shipped to act as second mate, is scandalous, especially when there are so many men holding certificates of competency, not only as second, but even chief mates—aye, and masters—who are not employed.

The jury acquitted Pergrin, and it may be argued that ignorance of navigation on his part had nothing to do with the collision. But there was no evidence that he even knew the rule of the road, and surely nobody will assert that it is safe to leave a man ignorant of the rule of the road in charge of a steamer going at full speed across Channel near a fleet of trawlers. The captain stated that Pergrin told him that he knew the rule of the road, but that is not evidence that Pergrin did know it, though the captain may have believed that he did.

The captain will have to answer to another Court for the collision, and we have no wish to prejudice his case, but in dealing with it the Court will, we hope, have something to say on the subject of the engagement of a man avowedly ignorant of navigation to act as second mate, and will fix the responsibility of selecting him on the right shoulders. Did the captain select him of his own accord, or did the owners refuse sufficient wages to secure a competent man? These questions remain to be answered. Meanwhile, it is certain that there are too many incompetent so-called officers going to sea, simply because owners prefer to save a few shillings a month rather than pay competent men.

The Rev. John Searth, writing to a ship-owners' paper from Beirsted Vicarage, March 6, says:—

SIR,—The following extract of a letter just received from a friend who frequently visits one of the prisons in a Mediterranean port may help to show the truth about strikes so far as sailors are concerned:—"I wish you could go to the prison here with me and hear how the sailors argue or meet argument. The greater part of those now there, or who have been put there during the last year, are really there on account of the pernicious influence of the Seamen's and Firemen's Union. The men, however willing they may be to end this state of things, are powerless to alter them. One cannot expect them to be logical in argument, but very curious points crop up sometimes in our conversation—points which do not always appear in the newspapers. The whole thing is a monstrous sham, of course, but the people who ought to be punished are the paid agitators who thrive and fatten on the proceeds of the Union." The same opinion is entirely corroborated by testimony from other sources.

Mr. Searth's anonymous informant appears to mean that the majority of sailors who are in prison in Mediterranean ports are there "on account of the pernicious influence of the Seamen's and Firemen's Union"; but how that influence is responsible for their imprisonment we are not told. The insinuation seems to be that the Union ordered the men to strike, and they were imprisoned for so doing. If Mr. Searth calls this "testimony," we cannot call it evidence. The Union has neither the power nor the will to compel seamen to commit illegal acts, and persons who invite the public to believe that it has compelled them to do so, thereby causing the seamen imprisonment, may fairly be asked to state at least a few of such alleged cases.

A PETITION is in circulation in Folkestone and Sandgate, and is being extensively signed, against the blowing up of the wreck of the steamship *Calypso*, oil-tank steamer, which sank a few hundred yards from the shore at Sandgate. The petitioners urge that the explosion will cause a great obstruction to the fishermen when they are trawling. It appears that of late years the bed of the bay has become thickly strewn with wreckage, and the fishermen find it increasingly difficult to pursue their calling, their nets and gear being frequently damaged by coming in contact with these obstructions. It is suggested that the wreck might be raised when the cargo is recovered from her.

THE LABOUR WAR.

LONDON.

Arrangements had been made on Sunday for holding two London meetings one in the morning at Clerkenwell Green and the other in the afternoon at Elbrook Common, Fulham—two express sympathy with the strikers at Cardiff. Owing, however, to the inclemency of the weather the meetings did not take place.

A ballot is being taken in the London Branches at the time we go to press, on the question of a general strike or a block of Federation ships or a return to work. The first ballot showed a large majority in favour of a general strike, but it was not accepted as conclusive. A general strike is not recommended by most of the leaders, and further balloting tends to show that the mass of the members are in harmony with their views. The latest returns show a decided majority in favour of returning to work on the best terms that can be secured. The strike, which has lasted 17 weeks, may, therefore, be virtually regarded as at an end in London. It is stated that Mr. J. H. Wilson has issued intimation to several secretaries of Branches that members may accept the revised Federation ticket. This permission also extends to the port of London, and the dispute between the Sailors' Union and the Shipping Federation is now confined to Cardiff, which is the only port excluded. In London several Union men have accepted Federation tickets.

Mr. J. H. Wilson has issued a circular to the various Branches of his organisation stating that a meeting will take place March 13, at the Westminster Palace Hotel, London, to which members of Parliament of all shades of political opinion will be invited, to take into consideration and to bring pressure to bear upon the Government to carry out the provisions of the Seamen's Wages and Rating Act, 1880, in their entirety. The Act provides that seamen shall be competent men before they are rated as A.B., otherwise their wages are to be reduced according to their incompetency. At the present time, according to Mr. Wilson, any man can be rated as an A.B., whether his qualifications are such as to warrant the rating or not.

NO COERCION—BUT YOU MUST.

It has often been stated that the Shipping Federation use no coercion to induce men to leave the Sailors' and Firemen's Union. The following notice was issued to the crews of the steamship *Telephone*, of Aberdeen, on Saturday:—"All men belonging to the Sailors' and Firemen's Union on board the steamship *Telephone* are to be discharged. Anyone who thinks proper to join the Shipping Federation will be taken on again. Signed, JOHN ROBERTSON." On Saturday a notice was posted on the Newcastle Exchange stating that on and after Monday, members of the Shipping Federation would only sign-on seamen who would take the Federation tickets.

LEGAL VIEW OF THE SHIPOWNERS' FEDERATION.

The Sailors' and Firemen's Union have taken counsel's opinion as to the legality of the Shipping Federation "acting in restraint of trade, whilst not being registered under the Trade Unions Act."

The following questions were submitted to counsel, together with various papers, including a leading article published in the *Daily Chronicle* on Feb. 16 last:—

- (1) Whether the action of the Federation is consistent with their position as a registered company?
- (2) Whether they are acting as a Trade Union though registered as a Company, and, if so, whether their action is illegal?
- (3) Whether, under the circumstances, any and what legal proceedings can be taken (i) by injunction; (ii) by an action by a plaintiff refused employment because he would not sign the ticket, (iii) or otherwise?
- (4) Whether the Company have acted in general restraint of trade, and if so, what proceedings?
- (5) And generally on the case?

Counsel's opinion on each of these points is as follows:—

- (1) Judging from the materials before me, I am of opinion that the Federation is a Trade Union within the meaning of the Trade Union Act 1871 and 1876. The effect of this is that the registration of the Federation as a Limited Company is void (Trade Union Act 1871, Sec. 5). On the other hand, the Federation, not being registered as a

Trade Union, has not the legal status conferred by the Trade Union Acts (see specially Sections 6 to 10 of the Act of 1871).

(2) The Federation, assuming that its objects are in restraint of trade, is not necessarily on that account an illegal Association. The fact that it is registered under the Companies Acts does not make it illegal. The registration is simply void. The fact that it is not registered as a Trade Union does not make it illegal, as there is no obligation to register a Trade Union. The effect of non-registration is that the Federation has no kind of corporate existence, and enjoys none of the advantages conferred by Acts with regard to the holding of property and other matters.

(3) In my opinion no legal proceedings, such as are suggested, can be taken against the Federation. The protection which is given by Sec. 2 of the Trade Union Act, 1871, applies to non-registered as well as to registered Trade Unions. The members, therefore, of the Federation cannot be prosecuted on the ground that the purposes of the Federation are in restraint of trade.

(4) I think, judging from the acts of the Federation, that its purposes are in restraint of trade, yet, as I have said, this affords no ground for legal proceedings. I think that the Federation has acted in restraint of trade.

(5) It appears to me that the Federation may experience internal difficulties in consequence of its non-registration as a Trade Union; but I do not think that it is on that ground liable to any attack from without. I do not think that a person who has suffered loss in consequence of its action in restraint of trade could recover damages in an action against the Federation, unless, at all events, it could be proved that the object of the Federation was not to protect its members but to injure members of the Seamen's Union.

(Signed) JOSEPH WALTON.

ALLEGED ALTERING OF DISCHARGES.

At the Thames Police Court, Thomas Day, 33, a seaman, 14, Grace's-alley, Whitechapel, and Catherine Buckner, described as a married woman, of the same address, have been charged, on warrants, with unlawfully and fraudulently altering a seaman's certificate of discharge. Mr. Sharman prosecuted, and Mr. G. H. Young defended Buckner. The information of a German, named Gerster, was read over. It stated that he knew both the prisoners. On the 18th ult. he saw Day alter a certificate of discharge. On the 11th Buckner asked the witness if he had any discharges, and he replied that he had two. He gave them to her, and she told him he would have to join the Federation. He afterwards brought a man named Luberk to Buckner, and as he had

NO DISCHARGES

she gave him one. They then went to the Federation office in Dock-street, and obtained some money. He afterwards told Mrs. Buckner that firemen were wanted on board a steamship, but that he was unable to go because he was not a fireman. She then gave him a fireman's discharge in the name of Thomas White, and she told him he would have to take that name. As the age on the discharge was above that which he appeared to be, she rubbed some white stuff like lime-water on it, and the

INK THEN DISAPPEARED.

The male prisoner then filled in some writing. Detective-Inspector Reid said when arrested Day said, "I know nothing about it. I can prove I am all right." Detective Whitehead proved the arrest of Buckner. Mr. Sharman applied that the prisoners should be remanded. Mr. Young, in applying that his client should be admitted to bail, said this was simply a case between the Sailors' Union and the Federation Union, and the prosecution was brought on account of the enmity existing between the two. The magistrate remanded the prisoners, and consented to accept bail, and were subsequently brought up. Mr. Sharman prosecuted, Mr. Keith Frith defended Buckner, and Detective-Inspector Reid, H Division, represented the police. On the last occasion only the sworn information was read over. Otto Gerber, living at the German Flag, St. George's-street, E., stated that he was a seaman. On Saturday, the 14th ult., he went to the prisoner Buckner's house in Grace's-alley. It was a sailors' boarding-house. He saw Mrs. Buckner, and she asked him if he had any discharges. He replied he had two, and gave them to her. They were the ones produced. She told him if he wanted a ship he would have to stay at her house. On the evening of that day she told him he would have to

JOIN THE FEDERATION

if he wanted a ship. He replied, if he joined the Federation it would not matter to him. He knew the prisoner Day, who was stopping in the house. On the 16th Buckner gave Day 2s. for witness and Lubisch to join the Federation. Lubisch had no discharge, and Mrs. Buckner gave him one. The discharge was in the name of Hamilton. They then went to the Federation office in Dock-street and joined. Day gave witness and Lubisch each 1s., and they paid the money into the office. Witness then had a Federation ticket given to him, and one was also given Lubisch. On Wednesday, the 18th, he went to the Federation office, and something was said about the *Gulf of Martaban* (s). He went back and told Mrs. Buckner that firemen were wanted on that vessel, and that if he wanted to go on that vessel he must have a fireman's discharge. She told him she would

GIVE HIM A FIREMAN'S DISCHARGE.

Buckner then took an old discharge, which was in the name of Thomas White, and seeing the age on the discharge was 43, said witness was too young. She then took a bottle like the one produced, and put some tuff from it on a cloth, and then rubbed it over the age, the place of birth, and the capacity. It was white stuff like lime water. After the stuff had been rubbed on and dried, the ink disappeared. She gave it to Day, who was present, and he wrote something on it. He put "23" for the age, "Germany" as the place of birth, and "fireman" for the capacity. He saw a similar discharge given to Badenosi. By Mr. Frith: He belonged to the Sailors' Union. There was another body called the Federation, which consisted of the shipowners, the captains and those who would not join the Union. He had been a member of the Union over two years. Lately the shipowners and captains had been refusing to engage Union men, and in consequence there had been a strong feeling against Federation men and boarding-house keepers, who helped to get Federation men. He wanted to join the Federation as a spy, to find out what they were doing. He had

NEVER BEEN A FIREMAN.

He wanted to prove that Mrs. Buckner gave false discharges. He got 3s. a day from the Union at first; but now received 4s. a day. Alfred Joseph Knight, of Glenpark-road, Forest Gate, stated he was a chemist. He had analysed the contents of a bottle which was shown him by Detective Whitehead, and found it was a mixture of chlorinated lime and water. It acted as a bleaching agent, and removed ink stains. Mr. Dickinson remanded the prisoners.

FEDERATION TICKET TRICK.

What is this we read that in the *National Observer*—the journal, of all in the three kingdoms, the least likely to show undue hostility to the Shipping Federation? "The Unionists would have it," says the *Observer*, "that the purpose of the Federation was to 'smash up Unionism,' and the Federation has given some colour to the accusation. In this wise." And then the article goes on to describe the "Ticket Trick" which has been exposed in our columns. The Federation, being a corporation of honourable traders, ought assuredly, thinks the *National Observer*, to have avoided so much as an appearance of unfairness and vindictiveness. Certainly it ought; and still more ought it to avoid the appearance of meeting conciliatory overtures in a militant spirit. Now that its members have an opportunity of seeing how Mr. Laws's little "trick" strikes even the most friendly critics, surely they will not hesitate to throw that gentleman over and re-ume negotiations with the men's leaders.—*Pall Mall Gazette*.

CARDIFF.

SHIPOWNERS' OBSTINATE.

Mr. Wilson, who was accompanied by Mr. Harford, had an interview with the Bristol Channel Committee of the Shipping Federation March 5. The conference turned upon the use which the shipowners made of the Federation note. This was explained by Mr. Rowe, the chairman of the committee, and he seemed to have completely won over Mr. Harford, and while Mr. Wilson strongly urged its abolition, Mr. Harford could not see any objection to its use, and plainly stated that the railway men would not come out on such an issue. Mr. Wilson then left for London to hold a consultation with other officials.

Mr. Wilson, before leaving Cardiff, expressed his intention to fight the shipowners until they consented to discuss his manifesto. He did not insist that all the conditions in the manifesto should be

agreed to, but that they should be discussed, and if the shipowners should prove to his satisfaction that any of the clauses worked against their interest he was prepared to modify them. He was, however, quite content to leave the dispute in the hands of such men as Lord Brassey, Sir E. J. Reed, the Marquis of Bute, Sir Hussey Vivian, and Lord Aberdare, from whom a board of arbitration could be formed. The subjects for arbitration would be his manifesto, and any proposals the Shipping Federation might make. In all probability things at the docks will soon present a more pleasing appearance. A few of the new hands have become tired of a labour to which they have not been accustomed and left, and in every instance, I believe, says a correspondent, old hands have been taken on; and acting on a request from Sir William T. Lewis, preference will be given to the old hands. Things on board the *Speedwell* are not progressing satisfactorily, and it is said that it is with reference to the detention of men on board her Mr. Wilson is taking some step.

Mr. J. H. Wilson, on his return from Cardiff, received the following reply to his letter, addressed to Mr. G. A. Laws, of the Shipping Federation, last week:—"March 7, 1891. Sir,—At the meeting of the General Purposes Committee of the Shipping Federation, held to-day, your letter of the 2nd was read. I am instructed in reply to refer you to the notice issued on Feb. 13 by the Federation, to which they have nothing to add. Every seaman and fireman will be required to produce a Federation ticket on signing articles, showing that he pledges himself to carry out his agreement in accordance with the Merchant Shipping Act, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other members of the crew may or may not be members of any Seamen's Union.—Yours faithfully, G. A. LAWS."

PUBLIC SYMPATHY.

On Monday the strike continued without any material change in the position of matters. The sum of £800 in the shape of strike pay was distributed among 1,100 members of the Seamen and Firemen's Union, and £300 to the dockers who are out of employment in consequence of the strike, on Saturday; and the feeling of earnest determination to continue the struggle seemed as strong as ever. The demonstration of Trade Unionists on Saturday was a great success. The members of the various Trade Unions in Cardiff assembled in Westgate-street, where a procession more than a mile long was formed, and, accompanied with half a dozen bands of music and numbers of banners, the procession proceeded to the market square, where a meeting was held. Mr. T. Taylor (vice-president of the Cardiff Trades Council) presided. Several speakers addressed the meeting, among them Mr. Ben Tillet, who gave a general résumé of the history of the strike. At the conclusion of his remarks a resolution was unanimously adopted, expressing regret that every effort had been made by the working men to bring about a settlement of the dispute between employer and employed at Cardiff, and that as these efforts had not been met by the capitalists in the conciliatory spirit in which they ought to have been met, this meeting expresses its determination to stand firm and carry on the struggle to the end. The meeting then dispersed. On Saturday a Labour demonstration was held in Bristol in sympathy with the Cardiff strikers. A procession paraded the streets, and at night a meeting was held in Rope-walk. Speeches were delivered by Messrs. Wilson, Tom Mann, Ben Tillet, and Whitefield.

COLLIERS.

A numerously attended conference of house and steam coal delegates of South Wales and Monmouthshire was held on Saturday at Aberdare, Mr. W. Abraham, M.P. (Rhondda), presiding. Mr. Ben Tillet, with others, attended as a deputation from the Cardiff Conference on behalf of the workmen on strike in the shipping trade in Cardiff, to enlist the sympathy of the colliers. He addressed the conference in regard to the leading features of the dispute, and urged that it behooved them to support the Unionists in their fight with the Shipping Federation and others for the sake of Trade Unionism generally. It was elicited that what the deputation asked the colliers to do was to aid the men on strike by blocking the trade of the ports. In a long discussion which took place, the proposal was regarded as a serious one, but there seemed to be a disposition to help the men financially, and the question of help was referred to the colliers.

SHIPOWNERS' DIFFICULTIES.

Mr. Wilson asserts, in spite of reports to the contrary, that the situation at Cardiff is favourable to the men. Shipowners, he declares, have the greatest difficulty in obtaining crews, and as fresh vessels

arrive the sailors and firemen are leaving the port. On Saturday four or five captains applied to him for Union men, but owing to the determination on the part of the Sailors' and Firemen's Union to "block" all coal loaded at the docks by "blackleg tipplers," the men could not be supplied.

The whole strength of the strike committee is being concentrated on perfecting the picketing, so as to prevent the engagement of new hands on Federation ships. Deputations are still waiting on the local trades to seek their co-operation. There has been a large migration of Devonshire labourers to the dock districts of late. The strike committee decided to impose a penalty upon men who absented themselves from picketing duty. The strikers' position now wholly depends on the adjourned Union Conference and the railway men's ballot.

March 9.—The Federation, it is said, has exhausted its supply of seamen on the *Speedwell*, and dare not send incompetent men to sea after Mr. Chamberlain's question in Parliament. Since Saturday four loaded steamers have been lying in Penarth Roads, and have not yet obtained full crews. The incompetents on the *Speedwell* are now a dead loss to the Federation, as the men refuse to go on shore, being afraid of the Unionists, and cannot be shipped. Great surprise is expressed by the strikers that the railway men have once again postponed giving a decision upon their policy until next Sunday. As owners in Liverpool, contrary to custom, are signing men on for the return voyage from Cardiff, the National Executive will be asked by the strikers to issue an order forbidding members of the Union to sign such articles between any ports and Cardiff. This order will effectually checkmate the latest move of the Federation. The men here are in good spirits, and in spite of the intense cold, stuck to their posts as pickets from six o'clock in the morning.

March 10.—Last night was wild and snow fell continuously, yet all the pickets were on duty. A tug, the *John Bull*, has been purchased by the Union, and after being provisioned, will be moored alongside the Federation receiving ship *Speedwell*, and it is expected that this water picketting will put an end to free labourers coming to Cardiff. A firm here on Saturday offered a boarding master in Liverpool £2 for each sailor and fireman he could obtain, but the sailors there do not relish the idea of coming to Cardiff, especially in small numbers. The men this morning did not march round as the snow is six inches deep and still falling.

SPEECH BY MR. TILLET.

Speaking at the usual "smoker" at the Colonial Hall, on Tuesday evening, Mr. Ben Tillet, after eulogising the pickets upon the admirable manner in which they were discharging their duties under such trying circumstances, said the employers were, under the pretence of standing by the liberty of "free labour," using the most flagrant coercion by insisting upon all shipowners being members of the Federation as a condition of membership in the Shipowners' Protection Society. Then they ignored the right of the men to combine and to organise effective representation, while all questions in their own business as a federated body were referred to one official, who was the intermediary between it and the Board of Trade and other Government authorities. What was said last August on that same platform as to the desirability for a federation of seamen, miners, dockers, and railway men was now within easy distance of accomplishment, and the consummation was one which would mean the infusing of such life into the Trade Unionist movement as to make it irresistible against the attacks of the capitalists.

FEDERATION "SEAMEN."

At Cardiff Police Court on Wednesday, several summonses were heard in connection with the shipping of seamen on board the s.s. *Longueil*. The first was that of Henry Hayes, a boarding-master. This was a case in which the defendant was charged with unlawful assembly, and also with assault upon Thos. Phillips, a Bristol shoemaker, who had, through the instrumentality of Hayes, been shipped on board the *Longueil*, and on being found incompetent was with others sent back from New Milford in a tug and landed at Barry. A couple of days afterwards complainant and another were in George-street. There, it is alleged, he was set upon and by force taken to defendant's house, where he was kept for a considerable time. On the day of the assault an inquiry was being held into the circumstances of this shipment, it being alleged that certain boarding-masters were guilty of illegal supply, and Mr. J. H. Jones, who appeared for the prosecution, said it was for the Bench to determine what was the motive of thus detaining his client, one of the principal witnesses in the

inquiry. Defendant was committed for trial, bail in two sureties of £50 each being accepted.

Henry Hayes and Patrick Ryan were on the same day summoned for illegally supplying a seaman to the *Longueil*. Phillips, the Bristol shoemaker, deposed that he had signed as A.B. through them, and that he had never been at sea before. Hayes was fined 40s., or a month's imprisonment, and Ryan 20s., or the same term.

Mr. Wilson, secretary of the Seamen's Union, says:—Seeing that the Federation are contending that the ticket is a guarantee of the *bona fides* of men, I resolved to test this, and sent out two men under the

ASSUMED NAMES

of Driscoll and Kerwin respectively. They went to Liverpool, and there one of them produced to the registrar of the Shipping Federation at that port one discharge, which was marked "good" for conduct, and "very good" for ability. It showed two months' service. The other man produced no discharges whatever, and they were both registered under the names of Driscoll and Kerwin, and each received a registration ticket. They were never asked to produce any other certificates of service.

A week later the same men went to Hull, and there applied to be enrolled. One of them enrolled as Driscoll, but produced no discharges, although he gave the name of his last ship as the *Lepanto*. The man who enrolled as Kerwin in Liverpool enrolled as Foley in Hull, and also gave as his last ship the name of the *Lepanto*.

NO QUESTIONS WERE ASKED

as to their sea service at that port, nor were they asked if they were members of any Union or to produce any Union books. The reason this step was taken was to prove the absurdity of the registration ticket. We will suppose that after Driscoll and Kerwin had got their tickets in Liverpool, had signed to sail in a ship out of that port, and they then backed out of her, what protection would the members of the Shipping Federation have when the same men only a week later can go to Hull and re-register themselves? Moreover there was the statement made by Captain Davidson that the registration ticket was as good as a dozen discharges! This ought to prove to the public that my contention is right, viz., that the parchment ticket the Federation are so anxious to force on our members would cause endless bribery and corruption, and men would break their engagements with impunity, the Federation having no means of protection against the very thing

THEY COMPLAIN ABOUT.

Far better would it be to take the man's Union card, and then if he backs out of his ship let it be sent to the Union, and, as the man could not re-ship until he applied and obtained his card, we should impose a fine upon him for his misconduct before handing his card over to him again. This I submit would be better protection from what the Federation are crying out about so much.

With reference to Mr. Laws's statement that foreigners must prove four years' sea service, I can bring 50 foreigners if he wants them (or give him proof of their whereabouts) who have been enrolled in the Shipping Federation Registry offices, some without any service at all in English ships, some with only a month, and some with no service in any ships at all. This is

NO IDLE BOAST.

As to dismissing his officials for a violation of the rules, I am afraid he would have to dismiss them all, as the same thing is occurring day after day in every port since the Shipping Federation started. Further, Mr. Laws need not be afraid of the man Driscoll shipping under that name, as he has returned the discharge to its rightful owner. Moreover, he has no intention of taking up the life of a "sailor bold."

In conclusion I may state that our Hull Branch has one of the walls in the office covered with registration tickets.

ENGINEERS COMPLAIN.

Mr. Tom Mann has been visiting London, having been deputed to wait upon the London Branches of the Marine Engineers and the Amalgamated Engineers by the Cardiff Trades Council, with a view to concerted action being taken at Cardiff. It appears that the marine engineers are very dissatisfied at the quality of the firemen who are being shipped by the Federation, and are quite ready to assist in securing the services of Union men on their voyages.

It is stated that letters have been received from the Executive of the Society of Marine Engineers and the Amalgamated Society of Engineers respectively, stating that a resolution had been passed by each body sanctioning the withdrawal of

their members from all ships, the owners of which declined to concede the right to the members to select their own firemen.

MR. WILSON ON THE SITUATION.

Mr. J. H. Wilson, who was received with great enthusiasm, addressed a meeting presided over by Mr. Gardner, at the Colonial Hall, Cardiff, on Wednesday night. He said he should not be discouraged in the event of the miners and railway men not helping them; he was prepared to fight on until they got a satisfactory settlement. He denied that there was any foundation for the published statements that the members of the Union had refused to take part in a general strike, for there was no intention of allowing them to strike. (Hear, hear.) In reference to South Shields, it was true that the members of the Union had taken the Federation ticket; but they did so under instructions, for the purpose of humbugging the Federation, and showing that the ticket was not worth the paper on which it was printed. (Applause.) The reason for the Union objecting to the ticket in Cardiff was that they wanted to have a proper understanding as to the policy to be pursued in the future; but the members of the Federation were afraid to recognise the Union because they had been compelled to pay fair and reasonable wages. (Applause.) However, the present struggle would cost the shipowners more money than it would cost the Union, as the men could carry it on for ever, if necessary. (Applause.) The Union had spent a lot of money in strikes, and they would have to get it back again, and the only way was by means of a solid increase of wages. (Loud applause.) One result of the strike so far had to awaken the Board of Trade officials in Cardiff to the fact that there was a Merchant Shipping Act passed in 1880—(laughter)—which provided that no person should be rated as a sailor who could not produce evidence of four years' service. (Applause.) They were not, however, going to leave it there. He had arranged to meet on Friday afternoon, at Westminster, 200 members of Parliament, and intended pointing out to them certain provisions in that Act, and asking them to insist upon the Government compelling the Board of Trade to give instructions to its officers to see that no man was shipped as a sailor unless he had proof of that four years' sea service. (Applause.) If they carried that point he ventured to say that there would be very few "scabs" shipped out of Cardiff. (Loud applause.)

LATEST FROM CARDIFF.

March 12.—This morning Secretary Wilson led his fleet of boats on picket out to the Federation boat *Speedwell* and sailed around with the Union band. We are all right. We have got the £ s. d. After this demonstration seven steamers in the roads waiting to enter the harbour were visited. The state of affairs at the Cardiff docks being explained to the crews, they pledged themselves to come out on strike as soon as they entered. The conference of South Wales Trades Union delegates was resumed at 11.30 o'clock at the Grand Hotel. Sir E. J. Reed, M.P., attended and spoke on the situation. He expressed his determination to thoroughly thresh out in Parliament the question of the shipping of incompetent seamen. Then it was resolved that steps should be taken to establish a basis for further negotiations with the shipowners. Messrs. Harford, Wilson, Tom Mann, Ben Tillet, W. Orbell, and S. Malpas were present.

The situation to-day has been considerably changed by the instructions received by the engineers from the secretary of the Amalgamated Society. A resolution was passed last night at a full council that members must insist upon the right of engaging their subordinates in the engine-room. This policy, of course, affects nearly all engineers, as 70 per cent. belong to the Amalgamated Society, and the Marine Engineers' Society agree to adopt the policy of the Amalgamated. If the Federation employ non-Unionist engineers and a ship comes into port manned by them, the boiler-makers will refuse to do any work, and the boiler work and the engines, consequently, will not be repaired. The fight against the Federation ticket has, therefore, extended to the most skilled labour, and shipowners at Cardiff are now ready to discuss the terms of a settlement. This action of the central executive of the Amalgamated Society of Engineers endorses the policy recommended by several local Branches.

At this afternoon's conference, Tom Mann proposed a resolution to the effect that the sailors and firemen should return to work if the shipowners will consent to the demands of the National Union going before a Board of Arbitration. Should this overture be refused, the federated trades pledge themselves to support the sailors and firemen.

The tippers will be supported by the federated trades until they can get work. The resolution was carried unanimously. The resolution is that Wilson's manifesto will be submitted to discussion, and he is perfectly confident that the demands of the Union will be granted. Upon this basis all the trades in South Wales will support one line of action, and if the shipowners refuse, they are pledged to call a general strike.

NEWPORT.

At Newport the officials of the Seamen's Union have received a communication as to the desirability of bringing out a general block for the purpose of getting rid of the Federation ticket. The officials are understood to have seen the local shipowners. The bulk of the shipowners would give no pledge not to use the Federation ticket, and intimated that they must act according to the Federation instructions. Messrs. R. W. Jones & Co., however, held that they had never been connected with the Shipping Federation. Messrs. Mordey & Co. claimed a right to engage whom they like. A reduction of the entrance fee is suggested from 10s. to 5s. in view of the large number of hands idle.

DEMONSTRATION AT ABERDEEN.

A demonstration of Union men was held on Saturday, March 7, at Aberdeen, attracting a large crowd and much attention. The seamen came first in the procession, then the shore labourers, and next a deputation from the trawl fishermen. Each body carried banners or emblems of their calling, the fishermen having the model of a trawl net. The Foresters' band having taken up their position at the head of the seamen, two men, dressed very much like Soudanese warriors, and mounted on white steeds, rode through the crowd amid deafening cheers, followed by a youth in a clown's make-up, seated on a "shalt." The two "warriors" having placed themselves one on each side of the banner of the Seamen's Union, the word was given to march, and to the fine stirring strains of the band, the procession took its way for the Links. The men, who wore ribbons and stars, the seamen having blue and the labourers pink rosettes, got a

SPLENDID RECEPTION

as they went along. At the junction of Guild-street and Market-street the crowd was estimated at over 2,000, and as the men marched quickly along they met with tremendous cheering. Although in passing along Regent Quay several of the offices of the Federation shipowners had to be passed, the processionists did not raise any hostile cries. On passing the Wallace Statue the men, to the music of the pipers, struck up "Scots who hae," many of the followers also joining. The processionists then passed to the Links, creating a great deal of interest as they proceeded. At the rear of the procession were labourers in lorries, who distributed bills asking for subscriptions and explaining the strike.

On the Links being reached, the seamen and labourers took up a central position, and the gathering was joined by the bakers.

Mr. Fraser, president of the Aberdeen Branch of the Seamen's Union, having called for Mr. Thomson to address the crowd, the secretary of the Branch explained the reasons of the demonstration. Shipowners, he said, had never been satisfied since the formation of the local Branch of the Seamen's Union in Aberdeen, now over two years ago. They, the seamen, could not help that, for the Union had been the means of making their lives a little easier. Thanks to their good old friend Mr. Plimsoll—(loud applause)—the lot of a sailor had been made much better than it formerly had been, but they were still in

NEED OF THEIR UNION.

in order that no undue advantage might be taken by the shipowners. It was not the seamen and firemen who had been the cause of the present dispute. It was the Shipping Federation. The Federation sought to compel Union seamen to accept the Federation ticket. (Cries of "Never.") They had protested against that, but at the same time expressed willingness to sail with non-Union men. They were ready to go back to work on Monday, provided the ticket was withdrawn. (Applause.) When their good friends the

SHORE LABOURERS

had seen the unjust way in which their brethren had been treated, and when they thoroughly understood the tactics of the Federation, they had left work, thrown in their lot with the seamen, and resolved not to serve the shipowners until the jus

demands of the seamen and firemen had been conceded. They had all been living in peace and harmony before, and all that they wanted was to be allowed to remain in that state. He concluded by calling for three cheers for the Seamen's and Shore Labourers' Unions, which was

HEARTILY RESPONDED

to. Mr. Catto (bakers) next addressed the meeting. He strongly protested against the attitude taken up by shipowners. On speaking of "black-legs," he said the class of "blacklegs" he despised were the men who had been long in lucrative situations, and who never thought of joining their brethren when in trouble. Touching upon the arrestment of the shore labourers' funds, he said their money was

LOCKED UP

in the hands of capitalists. (Cries of "Shame.") They required working men to represent them. They might all be very enthusiastic just now, but when November came round, and good men were required to fill even the Town Council, many of them there would not lay down their pipes and come out of the house to register their vote in favour of a

LABOUR CANDIDATE.

(A Voice—"Quite true.") He admired the shore labourers for sacrificing so much for the good of Trade Unionism. They, rather than give up their principles, had accepted 10s. a week, and thrown in their lot with the seamen. (Loud applause.) Mr. Catto concluded by stating that a number of bakers in Aberdeen had been cast adrift because they were Trade Unionists. Mr. Leatham (printer) said the Federation of shipowners had been trying to checkmate the Seamen's and Firemen's Union. He urged upon them the necessity for keeping up their Unions. They should aim to

PRESERVE INDEPENDENCE.

He had been told by one shipowner that they were losing nothing by laying up their vessels. He told him (Mr. Leatham) that freights were frightfully low. If they were to believe shipowners, freights were always low. (Laughter and applause.) He complimented the shore labourers on the action they had taken, and trusted that other Unions might copy

THEIR EXAMPLE.

Mr. Rennie, stonecutter, did not think the Seamen's Union would be crushed by the Federation. (Hear, hear.)

Votes of thanks having been accorded to the speakers and the Shore Labourers' Union, the procession was re-formed, and returned to Market-street, where it dispersed.

At North Shields Police Court, John C. Sherrington, John Marney, and Bertie Cowell, A.B.'s, were charged with assaulting Paul A. Ofsthum, mate of the *Robina* (s.). The Bench ordered Sherrington to undergo 14 days' imprisonment in each case, to run concurrently; fined Marney 5s. and costs, for each assault, and discharged Cowell.

CHEAP.—On March 6, before Alderman Hamond and Mr. Angus, at the Newcastle Police Court, Captain Albert Edward Hockin, master of the steamship *Rayner*, was charged that on or about Jan. 17 he allowed that vessel to be so loaded as to be submerged under salt water at the centre of the disc. Evidence was given by Captain Wall, a Board of Trade surveyor from Barry, where the offence was alleged to have taken place. The vessel, he said, was reported for detention, but she sailed before the papers could be got out. By Mr. Bell: Witness said he never told anybody on board the ship that she was to be detained. The captain was not on board, but he saw the agents of the owners, Messrs. Stephens, Mawson and Goss. He did not know that the vessel lay in the road several hours waiting for the captain. The depth of water in the tanks was taken by his assistant. He was convinced from what he saw that the vessel was too deep. Other evidence having been given, Mr. Bell, for the defence, submitted that on a technical point he had nothing to answer; secondly, he went into the merits of the case to show that the captain sailed with every reason to believe that his freeboard was that prescribed by law and marked on the side of his ship. Furthermore, their evidence was that, when the vessel left the roads, the centre of the disc was on the level of the water. He further contended that the water in the Barry Dock was "brackish" water, and would not come under the designation of "salt water" contained in the summons. The Bench came to the conclusion that the Act of Parliament had been violated, and inflicted a fine of £10 and costs.

AN AUSTRALIAN'S VIEW.

Mr. Fitzgerald, the Australian labour delegate, in the course of a speech made before leaving England, made the following remarks, which have not hitherto been published:—

I take it that in the ranks of Trades Unionists we have men who are quite capable of conducting the business of our organisations. (Applause.) We do not want to go outside of our own ranks. We can expect

NO SOCIAL SALVATION

from persons who are not of our own class. (Applause.) They may pretend to be friends of ours for the moment, but after all you will almost invariably find that they are consulting their own selfish ends. They have an axe to grind and purposes to serve. We can never expect social salvation, and can never expect help or assistance from any but from men amongst our own ranks. Therefore, it is the more pleasing to see that whenever an emergency crops up when there is organisation to be done, when there is fighting to be done, and when there is suffering to be borne, you can bet your life that the man who rises from the ranks is always on the spot, and that he is better than anybody else that you can produce. (Cheers.) And if this is so, why should we not have a

PARTY IN PARLIAMENT

in every part of the world? Why should we not have a party composed of men from our own ranks, from those who have suffered, from those who have worked with us, who have never lost touch with us, and not those who come to you like fair weather speakers, for the moment on the hustings, and who promise and tell you that they are prepared to do anything—(applause)—they are prepared to promise that they will support all kinds of Bills and all kinds of measures that will assist the cause of the workers. Yes, they are prepared to support them, but you never hear of them bringing such a measure forward. You never hear of them laying themselves out to stop all legislation until such measures are brought forward—and that is a necessity. (Applause.) I know myself of an instance of a man who went in as a delegate from the Miners' Society, and he was put up by the party who assisted him to get into Parliament to second the address in reply to that absurd formula, the speech from the Throne, which we still preserve over there. In seconding that address he brought statistics to show that through the working—the bad working of the Mining Bill in the Colony of New South Wales, a certain inevitable percentage of lives was lost in a certain given time, and he then quietly retired saying he would be prepared to support the Government when they were prepared to bring forward a measure to amend the Bill. (Laughter.) Now, I conceive it to be the duty of that man, and I told him so, and I think you will agree with me that it was the duty of that man, knowing that that certain inevitable percentage was doomed to be killed or to be maimed through the defective mining law—to keep that House sitting night after night, and if need be day after day, until such

INIQUITOUS THINGS

were removed from the statute book. (Great applause.) He claimed to be a leader or representative of those miners; it was his duty distinctly to say that no useful legislation would be passed in that colony until the inevitable percentage was reduced and minimised, or totally done away with. (Cheers.) Now, just one word in conclusion. The strike in Australia has been undoubtedly a sore struggle for us. We entered into it without funds, and the sources of supply were cut off by a strategical movement on the part of the employers, for which they deserve every credit, no doubt. They succeeded in shutting down the miners at Broken Hill, and locked out the miners at Newcastle. They cut off the supplies by which we expected to maintain the struggle. The lesson which we shall learn from this struggle is a lesson which I am sure we shall take to heart, and which I sincerely hope you English workmen—for we are all brethren, and it does not matter what part we come from—will also take to heart. I have said that we can expect no social salvation from any but our own class. And, therefore, the

LESSON IS PLAIN.

Your duty is to select men from your own ranks and place them in positions where they will be of more use to you than they can be anywhere else. It is your duty to put men into the Houses of Parliament who will advocate and defend your cause, who will struggle for your cause. And think what your power would be if you had a party in

the House at Westminster, a party as strong and as well knit together as the Irish party were, at all events for some time before the Irish had a dispute. Just consider what a party of 80 men could do! And it would be the simplest thing in the world for us to put in a party of 80 men into that House if we only put away those internecine jealousies and strife which keep us from accomplishing anything useful. (Applause.) If we had a party of 80 men in the House we could make terms with any political party which would make the labour question the question of the hour, and no other question would have a hearing until that question was settled—(applause)—until men would not be out of employment, until there would be work for all who would be willing to work, until the hours of labour were reduced, until sweating was abolished, until the

LIVES OF SEAMEN

were secured to them by better laws, and better provisions, until men were not sent to sea in rotten ships, knowing as the owners sometimes must know that it is a chance, that it is a toss up, that it is the weight of a penny whether these men's lives may be saved or not. (Applause.) All these things would be dealt with by Parliament, and I earnestly urge you here to-night, if you have taken any note of what I have said, to take it well to heart. You have here in this town an opportunity of selecting your representative. Register yourselves as voters; do your duty at the polling places; support your man; put him into Parliament, and you will find that the political weapon is the strongest weapon. It is better than the brute force of the strike, and that I hope and trust will be the easiest, the most peaceful and conciliatory solution of the great labour problem. (Cheers.)

AMERICAN advices just received contain particulars of the capsizing of the schooner *East Newmarket*, Capt. Moore, in York River on the 21st ult., and the sufferings of the crew. At the time of the disaster the vessel was unloaded, and being struck by a sudden squall capsized. Captain Moore and three of the crew clambered into the rigging, whilst the vessel slowly drifted down to Sandy Point. During the entire night the men clung to the rigging. The seas washed over them, and they endured great sufferings from the cold. The mate died on the ropes, and the three others were unconscious from fatigue and exposure when the steamer *Danville* bore down and rescued them.

SIR THOMAS SUTHERLAND AND TRADES UNIONISM.—At the monthly meeting of the Greenock United Trades Council last week, the secretary read a letter which he had received from Sir Thomas Sutherland, M.P., in reply to one from the council asking his reasons for voting against the amendment to the Conspiracy Act in the House of Commons. Dissatisfaction was expressed with the curt manner in which Sir Thomas had replied to the secretary's letter, as he had given no reasons for his action other than that he disapproved of Mr. Robertson's Conspiracy Law Amendment Bill. Mr. McFarlane moved that the delegates be asked to bring the matter under the cognisance of their several Societies, and gave notice that he would move a vote of no confidence in Sir Thomas Sutherland, giving as his reasons for so doing that working men ought to put Trades Union interests before Imperial politics. This was seconded, and after some discussion it was agreed to ask Sir Thomas for a fuller explanation of his reasons for voting against the Bill.

VERY SHABBILY TREATED.—At Birkenhead Police Court, Captain Young, master of the *Clan Ranald*, s, was summoned on three informations, the complainant in each case being a fireman, who claimed 5s., the amount of one day's pay. Mr. W. A. Tetlow, solicitor to the Seamen's Union, for complainants. Mr. Tetlow said that they asked the engineer of the *Clan Ranald* for employment. He asked for their certificates of discharge, which they handed over to him, and he told them to come to the steamer the following day. They did so, and were then told by the engineer to attend at the shipping office, where he called their names out, but as they were about signing on two or three other men, who had been working by the ship in the dock, came forward and stated that the engineer had promised to sign them on for that voyage. The engineer thereupon told the complainants that he had no room for them. Mr. Tetlow submitted that there had been an implied contract, which had been broken. After evidence, the magistrate said complainants, by the action of the engineer, had been deprived of an opportunity of getting employment on another vessel, and, he thought, had been treated very shabbily indeed. He should make an order with the usual costs.

SEAFARING DISASTERS.

Advance.—A telegram from Hunstanton states that the *Advance* sunk at Lynn Well, March 9. Crew landed at Hunstanton.

Arizona, at Mandel, with damage above water.

Alletta, barque, went ashore Monday night at No. 2 Battery, Dungeness, and caught fire. The Lydd lifeboat made an attempt to rescue crew, and launched in a fearful sea. The lifeboat, manned chiefly by coastguardsmen, succeeded in saving the crew, but three of the coastguardsmen were drowned—namely, chief boatswain Sullivan, and two men, Hart and Ryan—the boat upsetting and righting itself three times.

Boshenna Bay, steamer, arrived at Cowes with condenser out of order.

Biltino, schooner, ashore at Preston, full of water; crew saved.

Bramble, steamer, when docking at Barry during heavy gale and snowstorm fouled mooring buoy, knocking all blades off propeller.

Bay of Panama.—A telegram from Falmouth states that the ship *Bay of Panama*, Calcutta to Dundee, is wrecked at Nau Point; crew 36, of whom 16 were saved by rocket apparatus; captain, wife, and officers drowned.

Cape Finisterre, barque, at Pernambuco with rudder damaged.

Clan Mackay, s, says a telegram from Galle, struck on Bellicatua rock in leaving the harbour, and is full of water.

Chelydra, s, according to a telegram from Port Said, has high and intermediate valve bracket studs broken.

Castlehead, barque, and German steamer *Prinz Wilhelm* have been in collision off Cuxhaven. Former damaged.

Collivand. See *Renwick*.

Dundela.—Telegrams from Falmouth Mar. 10, state: The steamer *Dundela*, of Belfast, from St. Michael's for Hull, cargo fruit, went ashore at Portree at 6.45 p.m. on the 9th inst., and has broken up; 15 saved; Charles Taylor, donkeyman, drowned.

Diadem, s, has put into Algiers with cargo shifted.

Dryad, barque, of Liverpool, wrecked in Start Bay, crew lost.

Dunmerry, s, arrived at Tobermory and proceeded in tow to the Clyde disabled.

Ethel has gone ashore east of Combemartin; crew saved.

Echo.—A telegram from Dover reports brigantine *Echo* ashore Great Stone; three of crew drowned.

Eleanor Thomas.—A telegram from Cuxhaven states that the schooner's *Eleanor Thomas*, Port Medoc for Harburg, and *Mary Emily* have been in collision. Former badly damaged.

Elmville, steamer, from Liverpool for Cette, pitch, put into Queenstown March 10, with cabin gutted, wheel broken, compass carried away, &c.

Electric Light, brig, for Halifax, has put back to Bermuda, leaking badly.

Elizabeth.—A Reuter's telegram states that a boat has arrived there containing ten of the crew of the British vessel *Elizabeth*, which was lost on March 1 to the north-east of Madeira.

Falken, ship, from Newcastle for Caminho, coals, has put into Plymouth, leaking, and with boats and bulwarks smashed.

George William, schooner, foundered in Rye Bay; crew saved.

Hugh Barclay, schooner, ashore Dungeness. Captain and two men lost. One saved by rocket apparatus.

Henrietta.—A telegram from St. Leonards states that the lugger *Henrietta* drifted ashore and became a total wreck. Two men lost.

Imbros, s, in entering Odessa, had bowplate cracked through ice; fore peak full of water.

Imacos, barque, hauling into Cardiff basin, fouled the German steamer *Raenthaler*. Former has starboard quarter damaged.

J. W. Bebell, schooner, on the Gunfleet; one man landed at Clacton-on-Sea in open boat.

Lamek, barque, put into Great Yarmouth Roads with whole of crew unfit for work through constant pumping; ship making 12 in. of water per hour at sea, and seven lying at anchor. She proceeded for Hull, March 9, in tow, with shore pumps on board.

Lizzie Ellen, schooner, of Chester, has been totally wrecked in Start Bay; two hands drowned.

Lunesdale, schooner, of Barrow-in-Furness, 1a; been totally wrecked in Start Bay; four hands drowned, captain saved.

Martha.—The mail steamer *Lionesse* has landed at Scilly the crew of the schooner *Martha*, which was abandoned.

Mersario, steamer, from Antwerp for Vera Cruz, has put into Plymouth with machinery damaged.

Maria Reid.—A telegram from Wexford states that the schooner *Maria Reid* stranded March 10; Crew of five landed by rocket apparatus.

Neptune, s, Guernsey for Dover, Mar. 9, lost main sail and jib. At midnight the mizenmast came to grief, and on Tuesday the captain and first mate (Ephraim Green) left the bridge for the purpose of battening down one of the hatchways. Whilst so engaged a tremendous sea came on board and carried them both away. It is reported that part of the crew have been landed at Portland.

Nordlyset, Glasgow for Brisbane, put back to the Tail of the Bank with cargo in 'tween decks adrift.

Orpington, s, ashore on a sandbank in the Upper Bosphorus.

Princess Josephine, s, put back to Ostend in tow.

Pocasset.—A telegram from Savannah states that a fire occurred on board the steamer *Pocasset*.

River Indus, s, put back to Calcutta with propeller worked loose.

Renwick, s, at Cowes with fore compartment full of water and bows stove in, having collided with steamer *Collivand*.

Rederinden, at Christiansund, leaky and damaged above water.

Red Gauntlet, schooner, Montreal for London, stranded. Crew landed at Sheerness.

Roman Empire, from Liverpool for Mollendo, July 29, is posted as missing.

Samphire.—A telegram from Walton-on-the-Naze states that the yacht *Samphire* has gone ashore on Stone Point. Owner, named Maclaren, drowned; crew saved.

Scout, schooner, at Newhaven with loss of foreyard, maintopmast, rail, bulwarks, and other damage, also sails blown to pieces, having been in collision Mar. 9 with a vessel, name unknown, eight miles E.N.E. of the Goodwin Lightship.

Samanco, moored to Harburg quay, during strong gale broke moorings and went adrift, damaging considerably two vessels. *Samanco* damaged.

Star of Russia, ship, at Barry parted moorings and swung round striking quay wall with stern.

Salient, s, ashore full of water three miles north of Filey; crew saved in ship's boats.

Strathendrick and *Devonhurst*, steamers, have, says a telegram from Sourabaya, been in collision; former sank in 36 fathoms of water, second engineer drowned; latter vessel has put in badly damaged.

Tongue (light ship) on Wednesday night made signals for help, but on lifeboats proceeding to her from Margate she had disappeared. Supposed sunk or gone adrift. Relief ship provided.

Transition, s.—A telegram from Gibraltar states that the steamer *Transition* struck on something unknown off Point Al Boassa, and was making 3 in. of water per hour in after tank.

Victoria, s, Dover to Calais, on Monday night, had the worst passage the crew ever experienced, and was delayed, but only lost some light stanchions.

Victoria.—In last week's disasters mention was made of this as supposed to be the name of the steamer wrecked in the Pentland Firth. This proves to be correct. She was the *Victoria*, steamer, of Sunderland, from Hamburg for New York. Her crew of 22 men was saved by the new lifeboat at Longhope, and landed at South Ronaldsay, one of the Orkney Islands.

Vigilant, s, put back to Swansea March 8 with one of her steam pipes burst.

Western Belle, of Exeter, on the night of Mar. 9, went ashore near Bognor. Crew rescued by coastguardsmen, whose boat in returning struck and broke up, but with lifebelts all kept afloat. One coastguard seriously injured.

Wile-me, fishing boat, of Folkestone, wrecked at Beachy Head, March 9. Crew saved.

W. R. Godfrey has, Lloyd's agent at Melbourne telegraphs, gone ashore at Cape Otway, and will probably be a total wreck; crew and passengers saved.

Yulan, sloop, has gone ashore off Gravelines one man lost.

Yosemite, barque, was spoken 80 miles south of Galley Head, March 10, lying to with all sails gone.

Zingara, coasting schooner, of Fowey, supposed lost March 9, her life-buoy and supposed wreckage being picked up off Deal. Crew supposed lost.

Two ketches were totally wrecked on the rocks at Polkerris Mar. 10. The crews were drowned.

Fishing smacks.—Four of these were smashed at Hastings on Monday night, damages amounting to £1,000, and three fishermen drowned.

LAST WEEK'S WRECKS.—During the first week in the present month there were three British vessels reported as shipwrecks—a steamer, a schooner, and a brigantine. First-named was wrecked Tocantius River (S.A.), with loss of six men; and out of four foreign (which makes a total of seven for week), a schooner owned at Portland (Maine) was wrecked of Cape Cod, with loss of 19 men. Four ships were abandoned, two of which were British, a steamer and a schooner, former belonging to Sunderland, in a sinking state north-west of Dunnet Head, and a vessel owned at Bristol foundered north of Cleveland. A Swedish schooner capsized off Oslo, five men perishing. Two fishing vessels owned at Brixham sank near Start Point, having collided, five sailors being drowned. Collision cases decreased 11, there being 34 stated to have taken place during the week, 24 of which occurred off British Isles; four sank, two through collision. Two vessels are reported "missing"—the *Protege de Notre Dame des Victoires* (French), which sailed from Dahouet on Nov. 3, in command of Captain Le Moigne, and from Lezardrieux Nov. 10, 1890, with a cargo of potatoes for Plymouth; and the *Marianne Greaves*, Off. No. 74,877, owned at Carnarvon, Capt. in W. Williams. She sailed for St. John's (N.F.), laden with a cargo of coal, on Oct. 13 last, from Glasgow. No news has since been heard of either.

A MERCANTILE marine syndicate, for defending the interests of all the industries allied to the shipping trade, is being organised at Marseilles.

A DEEP-SEA fishing Company, which will employ steam trawlers in the trade, has been formed at Cuxhaven. It is the first of the kind in Germany.

A SAD circumstance happened during this week's storm at Dungeness. John Brands, an engineer on the steam tug *Bulldog*, came ashore for the purpose of telegraphing to the owners of the ship, but was unable to re-embark. He then missed his way in the blinding snowstorm, and was not discovered until Wednesday, when he was found to be dead, having evidently succumbed to exposure.

STOWAWAYS are sometimes costly. At Dublin two men, stated to belong to Belfast, were fined £20 or 14 days for stowing away from Belfast to Baltimore aboard the *Lord O'Neill*, s. At Baltimore they were not allowed by the Customs authorities to land. For six days 2½ dollars had to be paid to watch that they did not land, and the ship also had to pay a doctor 18 dollars for them.

ON arrival of the Iman steamer *City of New York*, from Liverpool, at Queenstown last Sunday to embark passengers for New York, one of the firemen, named John Begley, was landed, having been severely burned. He stated that whilst steaming down the Channel the marhole door of one of the boilers burst, and the escaping steam scalded him. The injured man was removed to the Queenstown Hospital for treatment in a critical state.

AN action has just been decided for salvage services rendered by the *Stokesby*, s. of Whitby, to the *Glenmara*, s. of Newcastle, off Hartland Point. The value of the *Glenmara* in her damaged condition was £1,250. The Admiralty Court awarded the *Stokesby* £700, her owners to get £500 of it, the master £70, and £130 to the officers and crew according to their ratings, the second officer and men who went in the boats in a heavy cross to try to pass a line, to get a double share irrespective of the number of times he went.

WHILST the China Navigation Company's steamship *Pekin* was at Shanghai on Jan. 21, a deliberate attempt was made by some persons unknown to burn her. Gunpowder had been rubbed into cotton so as to make it act as tinder. Prompt action averted a catastrophe, but a panic was only with great difficulty averted. The same Company's steamship *Shanghai* was burnt on Christmas Day, and the sudden way in which she blazed up is now explained.

WATCHING SHIP.—At the Cardiff County Court, Alex. Gordon claimed 13s. 6d. for services rendered in watching the vessel *Gloucester City* three nights while lying at Cardiff. The plaintiff's case was that he had been engaged by the chief officer to watch the vessel, of which the defendants are the owners; while the defence was that the chief officer arranged with a rigger and hobbler named John Morgan for the watching, and paid him 13s. 6d. for the work. The plaintiff, who was corroborated by a witness, declared in the most positive manner that he was engaged by the chief officer, while Morgan was equally emphatic in his statement that he neither was engaged to arrange for the watching nor paid for the work. His Honour said that, on the evidence, he would have to give judgment for the plaintiff.

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

WHO'S TO BLAME.

To the Editor of "Seafaring."

DEAR SIR,—The present crisis in the shipping trade, stopping of steamers, etc., is just what I have been looking for. The next question is, who is to blame, the sailors or the owners? I can soon solve that. Not poor Jack; he very seldom complains about the wages being low (though he growls about the grub and the wholesale employment of foreigners). Just fancy a sailor, with a wife and family to keep, having to go to sea for £3, and even £2 15s. per month! That was the rate of wages in some ports before the Union commenced, and would have continued to be if landmen had not taken the matter up. What would the sailor of to-day be like if it had not been for such men as Plimsoll, Chamberlain, and (though of more recent date) J. H. Wilson? They studied the sailors' interest, with the result that Jack (who goes through more in one dirty night than the average landman does in a lifetime) is now getting £1 15s. per month, besides better accommodation. If the owners had given reasonable remuneration for Jack's services there would have been no strikes, no stoppage of ships, nor exodus of trade to other countries. As to accommodation, how many cases do we read of where the crew of some ship has refused duty owing to the state of the fore-castle, which was literally floating with vermin. What would the owner of a ship say to sleeping in a place like that? All this can be remedied, and my advice to the British sailor is, stand by the Seamen's and Firemen's Union. Captains soon get fine houses and steamboat shares by feeding their men like pigs or half starving them on bad food, pocketing the difference between the price of it and the price of good food, which owners sometimes allow.—Yours, Whitby. A SEAMAN.

F E A R S.

To the Editor of "Seafaring."

DEAR SIR,—If the Executive of our Union were to make inquiries, I think they would find a falling off in the receipts of our Union, and what is the reason? The Shipping Federation are taking advantage of the present dull times, and the apathy of officials, to get hold of as many of our members as they can, and at the present, unfortunately, they can get hold of too many. How is it they can do so? The shipowners are too wary to say straightforwardly they mean to break up our Union. No, but they are going to work in an underhand way to do so. They say to the seamen, why pay fivepence a week to the S. & F. U. when by joining the Federation you can get the same wages as the members of the S. & F. U. are getting? They are too wary to show the seamen why they take such an interest in him. They have offices in many of our seaports, and they pay a lot of officials good wages to persuade Jack to throw his Union overboard and join theirs. The inquiring seaman will want to know why the shipowners have turned so suddenly kind to him. Is it to help to save the seaman's cash? Not likely! It is to try to break up the Union, and by that means to get the seamen and firemen as completely in their power as before the commencement of our Union. The Federation will slowly undermine our Union if immediate action is not taken, and that would be one of the greatest misfortunes that could happen the seafaring classes. I was talking to a steward last week. He told me he applied for a berth on board a steamer. The master after looking at his references, said he would suit him very well, but he asked the steward if he belonged to the Union. The steward said "Yes." "Oh! then that settles it," said the master, "I have got orders from the owners to carry none but Federation men." "Well," as the steward said to me, "what could I do? I have a wife and family to keep, and the Union are not trying to protect us, what could I do but throw my scruples overboard and join the Federation?" That is only one of the many cases that are happening daily, so I again say that unless some immediate energetic action is taken I am very much afraid that our Union will soon be one of the things that has been.

Newcastle.

SEYBOR.

THE Greenock Steamship Company have arranged to run a monthly service of fast steamers from Glasgow to Australia.

BO'SUN'S LOCKER.

"Doctor," said a despairing but uneducated patient to his physician, "I am in a dreadful condition; I can neither lay nor set; what shall I do?" "I think you had better roost," was the reply.

In doubt.—Harduppe: "Miss Laura, have you considered my note—my letter—er—my proposal?" Miss Laura: "I really do not know how to consider it—whether as a proposal or a challenge to a fasting match."

A misapprehension.—Spacer: "The point of your jokes, old man, is like that of a needle!" Liner: "Ah, delightful! You find the point of a needle sharp, I suppose?" Spacer: "I referred more particularly to its size!"

Oh, that brother again.—"I'm so happy," she said. "Ever since my engagement to Charles the whole world seems different. I do not seem to be in dull, prosaic Hampstead now, but in—" "Lapland?" suggested the small brother.

Difficult to count.—Sans: "What was the population of the earth at the time of the flood?" Rodd: "It is hard to say. You see, it was impossible to have an accurate census taken, owing to the extent of the floating population."

Inside of them.—Young Artist: "This sketch represents a missionary in the centre of a group of cannibals." Miss Brown: "Yes; but I don't see the missionary." Young Artist: "Why, no; he is in the centre of them."

A Fatherly Feeling.—Mr. Greatheart (capitalist): "I trust, Mr. Squeezem, that you deal kindly with my tenants." Mr. Squeezem (agent): "Just like a father, my dear sir. In fact, I have nothing but a pay rental feeling for them all."

Tautological.—Teacher: "What is tautology?" Boy: "Repetition." Teacher: "Give me an example." Boy: "We are going to have sheep's-head for dinner, and my sister Elsie's beau is coming to dinner also." Teacher: "Go up head."

A THANKLESS TASK.

A thankless task has he who tries
To chip and model
The world to just the form and size
Of his own noddle.

A Philosopher.—Mamma: "If you eat any more of that pudding, Tommy, you'll see the bogie-man to-night." Tommy (after a moment's thought): "Well, give me some more. I might as well settle my mind about that story right away!"

Intelligent.—"On what did Mr. Hicks preach this morning?" "On the platform." "I mean about what?" "About 30 minutes." "You never understand. I want to know what was the subject of his discourse?" "I don't know. He didn't say."

Just the difference.—"You often hear of the self-made man?" "Yes." "But never hear of the self-made woman?" "That's so. Rather strange, isn't it? What's the reason, do you think?" "When a woman is self-made she doesn't want anybody to know it."

"I say, doctor, isn't this bill a little steep? Can't you knock off a bit?" "No. Why should I?" "Well, you must remember that it was me who introduced this scarlet fever in this town. Ain't that worth something? I get 10 per cent. on every scarlet fever victim from the undertaker on the corner."

"My friend," he said to a young man who bore signs of dissipation, "do you realise that the road you are following leads eventually to death?" "Er—well, yes, sir." "Aye, it leads eventually to death, and do you know where the road of sobriety and virtue leads to?" "Yes, sir, that leads eventually to death also."

The remains of an English traveller had been exhumed for interment in the family vault. When the coffin was opened, we started back in affright. "Why, these appear to be the remains of a lion." "Yes," replied a nephew of the deceased, with a sigh, "that's the lion that ate him up; uncle's inside of him!"

"It must be a curious sensation," said the first casual acquaintance, "for a man to know that he is the last of his race—that when he is gone the name will be blotted out. Don't you think so?" "I haven't the least idea how he would feel," replied the second casual acquaintance. "You see, my name is Smith."

Agreed with her.—"Don't you think it is time for Miranda to learn to play on some musical instrument, Edward?" asked Mrs. Sharp of her husband as the notes of their daughter's voice floated in from an adjoining room. "Yes," replied Edward, with conviction. "I do; but it should be some loud instrument, to drown her voice."

"Dear Editor," wrote a poet to a well-known journalist, "please read with care the accompanying, and give me your unbiased opinion while I am still in the mood to put more fire into the poem." "Dear Poet," answered the editor, "there is no occasion to put more fire into the poem; all that is necessary is to put the poem into the fire."

A SHIPMASTERS' Society has been formed at Stettin to further shipping interests in general, and shipmasters' interests in particular.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY,

AS
SHIPOWNERS ARE TRYING TO CRUSH
THE
SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—Norregade No. 21.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
AMBLE.—G. H. Guthrie, 27, Broomhall-street, *via* Ackington.
AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.
ANTWERP.—
ARBROATH.—J. Wood, 17, Ferry-street, Montrose.
ARDROSSAN.—W. Galbraith, 59, Glasgow-street.
ARKLOW.—P. Bolger, Main-street.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, 34, Sydenham-st., near Shipping Office, Barry Dock, sec.; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadoxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
BELFAST.—R. Price, 41, Queen-square.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
BLYTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
BREMENHAVEN.—F. Fitchens, Buergermeister, Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; J. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
BURNTISLAND.—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary. Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Branch office, Ostergade 32 Thalia. Meeting, Wednesday, 7 p.m.
CORK.—Michael Austin, 6, Patrick-street.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
DUMBARTON.—J. McNea, Kirk-street, agent.
DUNDALK.—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
DUNDEE.—C. W. Miller, Mariners' Hall, 43, Candle-lane, sec.; Messrs. Cowan & De Lar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNGEAN.—P. Power, 5, St. Mary-street.
FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GOTHENBURG.—C. S. Neilson, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Friday evening at 8, in Bergsgatan 24.
GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
GRAVESEND.—John Degin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.C., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meeting Tuesday, at 7.30 p.m., Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.
LIMERICK.—W. McMillian, sec., 24, Windmill-st.
LIVERPOOL (Branch No. 1).—S. G. Brown, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
LIVERPOOL (Branch No. 2).—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
LIVERPOOL (Branch No. 3).—J. Conway, 19, Stanhope-street, South Docks.
LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
LIVERPOOL (Tug and Ferryboat Branch).—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.
LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.
LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
LONDON (Derry).—A. O'Hea, 27, William-street.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's terrace, Lorne Park-road, South Lowestoft.
MALMO.—Axel Danielson, Norregation No. 3b.

MARYPORT.—J. Smith Elliott-yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Eliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
NEWRY.—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
PETERHEAD.—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.
PENARTH.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; E. G. Amble, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nott-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.
PORTSMOUTH.—W. Thorburn, 33, St. John's-road, Threatham.
ROTTERDAM (Holland).—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.
SCANDINAVIAN DEPARTMENT.—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Ayton, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICKLOW.—Thomas Gregory, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.
WHITEHAVEN. } John Smith, Maryport.
WORKINGTON. }
YOUGHAL.—J. Collins, Braun-street.

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General Secretary, H. FRIEND.

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TYNE DOCK, 26, Redhead's-buildings.

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Members of the above Association can
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Offices, or at any Branch of the Amalgamated
Sailors' and Firemen's Union of Great Britain,
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By Order.

H. FRIEND, General Secretary.

SHIPMASTERS AND OFFICERS

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Registered No. 552.

Head Office: 83, MARKET PLACE, SOUTH SHIELDS.

Members can be enrolled and Cards and
Rules Returned

By forwarding entrance fee, 10s. 6d., and 6d. for card
and rules of membership, by postal order to

CAPT. HENRY S. BARRETT, Chief Sec.
Agent in London, J. F. NASH, Master Mariner,
77, Liverpool-rd., Barking-rd., Canning Town.

NOTICE TO MEMBERS.

All members of the above are hereby informed
that the late Secretary, Geo. T. Luccock, has
nothing whatever to do with the Union. All
communications to be addressed to the under-
signed,

HENRY S. BARRETT, Secretary.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously re-
solved to make a levy of 10s. upon each member
for a special fund for strike purposes, whereby
each member who so contributes will be entitled
to 8s. per week in addition to the strike pay
sanctioned by the rules. Branch secretaries are
therefore requested to at once collect the levy from
all members of Branches which have passed the
resolution in favour of the same:—

Aberdeen	London, all Branches
Arbroath	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goolie	Sunderland
Grangemouth	Swansea
Green's Home	Tidal Basin
Grimsby	Tower Hill
Hull	West Hartlepool
King's Lynn	Whitby
Liverpool	

Levies from non-local members should be
specially marked on the non-local receipts, and
remitted each week with non-local moneys. Levies
collected from local members should also be re-
mitted to Head Office each week, and entered on
the income and expenditure sides of weekly
returns.

Any Branch which may not already have decided
upon the levy, can do so by passing a resolution in
favour of the same, and forwarding it to me, where-
upon the names of such Branches will be inserted
in the above list.—By Order, J. H. WILSON, General
Secretary.

All the London Branches have unani-
mously adopted the Levy, also the 6d.
per week contribution.

DUBLIN BRANCH.

Branch Secretaries are requested to watch the
s.s. *Blackwater* and brigs *Xanthus* and *Abroy*, as
none but non-Union men are engaged in this
employ.

Stephen Sims, Nos. 1161 and 674, of this Branch,
has been expelled for going in on the Fishermen's
Strike.—MICHAEL BOLGER, Secretary.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of
the above Union. Over 50 Prizes. Tickets 3d. each,
to be had from all Branch Secretaries. Drawing to
take place on Saturday, June 27, 1891, in Mariners'
Hall, Candle-lane. The Winning numbers will be
advertised in SEAFARING, also in local papers, the
following week.—C. W. MILLAR, Secretary.

GARSTON DISPUTE.

All sailors and firemen are requested to keep
away from Garston pending a settlement of the
present struggle.—WM. NICHOLSON, District Sec.

PETERHEAD BRANCH.

Members who intend going to Greenland or
Davis Straits on board any other vessel of this
port will please communicate with their secretary,
otherwise they will get no strike pay. Members
please note that fines will now be exacted.—T. D.
RENNIE, Secretary.

ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested
to pay up their entrance fees and contributions at
once, also the 10s. levy. Any member not comply-
ing with this notice will be fined accordingly.—C.
WYKES, Secretary.

SOUTH SHIELDS BRANCH.

Branch Secretaries are requested not to pay any
Shipwreck Claims for this Branch without writing
or telegraphing to D. CLEMENT, Secretary.

THE STEAMER "ANDALUSIA."

The crew of the steamer *Andalusia*, trading
between West Hartlepool, Scarborough, and
London, are all good Union men. This is not the
same steamer *Andalusia* which has been advertised
in SEAFARING as a Federation ship.—By order,
J. LEAHY, Secretary West Hartlepool Branch.

UNION MEN PLEASE HELP THE DUNDALK, DROGHEDA, AND NEWRY BANNER FUND.

In aid of a Fund to provide a Banner for these
Branches, on Monday, March 23, the following
prizes will be drawn for:—1st prize, Silk Worked
Picture (by a member), worth £4; 2nd prize,
Silver Medal (enamelled); 3rd prize, Silver Medal
(plain). Tickets, 6d. each, may be had from the
Secretary, Mr. McKeivitt, or at SEAFARING Office.
The winning numbers will be advertised in SEA-
FARING after the draw, and winners can, if they
choose, have the value of the prize they win in
money.—THOS. MCKEIVITT, Secretary.

THE BEST HOUSE FOR SAILORS' & FIREMEN'S BOOTS & SHOES

S. VINICOMBE'S,
11 & 23, VICTORIA DOCKRD., E.
ESTABLISHED 1867.

FEDERATION of LABOUR.

ALL SKILLED AND UNSKILLED LABOURERS

ARE REQUESTED TO

KEEP AWAY

FROM

SOUTH WALES

(ESPECIALLY CARDIFF)

OWING TO

GENERAL STRIKE

OF SEAMEN AND DOCK LABOURERS.

By Order of Strike Committee.

Feb. 6, 1891.

TO CORRESPONDENTS.

Correspondents must write on one side of the
paper only anything meant for publication, and
address, not to 36-40, Whitefriars-street, but to
150, Minories, London, E. All communications
should be addressed to ARCHIBALD COWIE,
SEAFARING Office, 150, Minories, London,
E., to whom all remittances must be made pay-
able. (Post Office Orders at Minories, London,
E.) The Editor declines all responsibility
for rejected manuscripts, although when stamps
are enclosed he will endeavour to return such
matter as he may be unable to use.

NOTICES.

"SEAFARING."

Published every Saturday, price One Penny,
will be sent to any part of the United Kingdom,
post free, at the following rates of subscription:—

Twelve Months	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

SEAFARING will be sent at the same rate, post
free, to any of the countries comprised in the Postal
Union. All subscriptions must be paid in advance

Seafaring.

SATURDAY, MARCH 14, 1891.

Mr. Wilson and the Seamen's Union
clearly do not stand alone in asserting that
ships are too often manned by incompetent
persons. The organ of the Liverpool Mer-
cantile Marine Service Association is, like that
Association itself, so much more on the side
of the owners than of the officers or crew, that
the following quotation from a recent
number of it is worth notice. The chief
mate of the sailing ship *Buckingham*, whose

captain was killed by the cook on a voyage from Dundee to New York, is reported as saying:—

When I came to look at things I hardly knew what to do. Here I was with a big unmanageable ship (2,613 tons), in ballast, with ten A.B.'s, four of whom could hardly speak a word of English; one came aboard with a broken leg, and another was ruptured. I also had six ordinary seamen, only one of whom had been to sea before (the rest being green fishermen), and five apprentices, three being their first voyage, and sick all the time, of course. The man who shipped second mate had only just got his certificate, and had had no previous experience whatever. I made the boatswain second mate, and the two best A.B.'s I made boatswains of, and a circus performer (a Frenchman), who shipped as A.B., I made cook, which left the above-mentioned crew.

On this a Liverpool shipowners' paper says:—

"One came aboard with a broken leg and another was ruptured," and for this we maintain an expensive branch of the Civil Service. For this we tax shipowners and the public, and to this trash we shall one day have to trust the national honour. When will the great stupid generous British public learn that its safety depends more on its mercantile marine for defence than any other class of the community?

When indeed? Not, we fear, till Parliament wakes up on the subject, and seamen are represented there by seamen. Before that day comes Labour papers must have the hold of the public ear which the capitalist papers now enjoy, and all competent officers and seamen must be thoroughly organised so as to be able to command attention for their claims.

In the disputes that have arisen between Capital and Labour too much stress has, says a correspondent, been laid upon apparently antagonistic interests. While masters and men talk glibly enough of their respective rights, we hear little of the underlying advantages to be derived from the self-respect engendered by a position of independence fostered by Trades Unions. In no class is this more apparent than in those trades connected with marine carriage and kindred employments. Shipowners who so unjustly talk of the seamen have done little to raise them, either morally or intellectually. The great and rapid advance in character, and we trust soon to be followed by more material advantages, has been the work of the Unions. By insisting on their rights men obtain a knowledge of their responsibilities, and with responsibility comes self-respect and a character for ability and trustworthiness. This, as we have said, the Unions foster, and they are, therefore, the very best friends the shipowner has, and if he pays a little more for it, it is the genuine article, and no mere shoddy production he obtains. Shipowners have heretofore looked too much to the Police Court for the government of their men, in even cases where men carried their lives in their hands. There is a better court in the Unions, because when seamen or men in any other employment get a share in laws themselves they are vastly improved. The founder of Christianity himself aimed at this position in the direct face of repressive laws brought to bear on the man from outside of him; and in the case of Trades Unions the principle is the same. Thus, in the relations of a man to his family, the Union enjoins him to contribute to a fund for the amelioration of those inevitable misfortunes, death and sickness. In his relations to the State they inculcate a love for order, and a self-sacrifice for the general good that forms the basis of true govern-

ment. And, again, Unions insist that in his relations to the master he shall be faithful and efficient on the penalty of exclusion. Here for the present we must stop, but it is evident that the principles we notice are of wide-spreading growth and application.

NAUTICAL NEWS.

ONE of the heaviest storms known for years raged on Monday night and Tuesday in the English Channel, causing great loss of life and property.

AT Cardiff, on Wednesday, William Battely, master of the *Werfa*, a large steamer belonging to that place, was fined £20 for overloading his vessel on Feb. 9 last.

A SHIPMASTERS' Society has been formed at Stettin. Its object is stated to be the furthering of shipping interests in general and of shipmasters' interests in particular.

THE Shipping Federation intend to open a Branch in Dundee, Mr. James Munro, late secretary of the Dockers' Union, has, it is stated, received overtures with the view of establishing the Branch of the new organisation.

AT the Hull Police Court, James Ford, a fireman on the steamer *Cuchaven*, Hamburg to Goole, was charged on remand with smuggling 52 lbs. of compressed prohibited tobacco, and half-a-pound of cavendish. Fined £25 11s. 10d. and costs.

THE Board of Trade have awarded their silver medal to Mr. F. M. Burke, Lloyd's agent at Algiers, in recognition of his services in attempting to save life on the occasion of the casualty to the steamship *Arab Brothers*, of London, on Jan. 8, 1891.

AN action in the Admiralty Court, arising out of the collision between the *Baltimore*, s, and the *Michigan*, s, in the River Mersey last Dec., has resulted in the Court finding that the *Michigan* was "alone to blame, and the default was not the default of the pilot alone."

ON the homeward passage of the ship *County of Rosburgh* at Dundee from Calcutta, an apprentice, named Charles Burton, belonging to Calcutta, fell from the royal yard of the fourth mast, and sustained such injuries that he died on the day following the accident.

SIR M. HICKS-BEACH, replying to Mr. Leng in the House of Commons, said that the report made by the Inter-Departmental Committee on the Importation of Live Cattle into the United Kingdom from Canada and the United States would be laid upon the table shortly after Easter.

AT the South Shields Police Court, Samuel Nelson, seaman, Dundee, charged with smuggling 4 lbs. of cavendish tobacco and 6 oz. of cigars on board the *Jane Cory*, s, from Terneuze, was fined single value and duty, £1 11s. 7d., and costs, with the alternative of 14 days' imprisonment.

THE result of an inquiry at Lubeck into the collision between the British steamer *Langkat* and the Lubeck steamer *Teutonia* in Penang Harbour last November, is that the *Teutonia's* telegraph signalling apparatus was out of order, so that the wrong message was conveyed to her engine room.

A NEW law aimed at the employment of foreigners in the Russian mercantile marine is proposed, by which only Russian subjects will be permitted to assist in the development of the merchant fleet. No foreign service of steamers will be allowed between Russian port and Russian port.

IT is stated that at Constantinople there has been some attempt to restrict the unloading of cargoes to the members of an *evnaf*, or Union. As a monopoly in favour of a corporation would be contrary to treaty, Sir William White communicated with the Government, and the ships were discharged as usual.

GREAT inconvenience and loss are occasioned to Essex fishermen by the placing of torpedo buoys, wires, and chains, fastened together near the surface, on Sheerness middle ground, off Garrison Point, Shoeburyness, but the Government thinks this inconvenience to the fishermen necessary to the public service.

THE death is announced of the captain of the Liverpool No. 1 lifeboat, Mr. John Griffiths. The deceased was well known and respected in the port, having seen some ten or twelve years of lifeboat service. He was appointed master about two months ago on the retirement of Captain Martin. The cause of death was bronchitis.

THE *Azalea*, s, in the Tyne, reports that while lying at Havana, Cuba, the second mate, named George Boldie, went into the fore peak tank for the purpose of ascertaining if it was free from water, and soon after he became unconscious. He was rescued by some of the crew, but died 15 minutes later. Deceased belonged to Aberdeen.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

For information as to the labour dispute here see page 2.

The *Thanemore* relief fund is being actively pushed forward.

Few ships have come up this week in consequence of the weather.

The London District Branches held their usual meetings, but the proceedings were private, in consequence of the subjects which were being discussed.

To the Editor of SEAFARING.—Dear Sir,—Re s.s. *Thanemore*. Please notify the following in your next issue:—All levies and subscriptions received by Branch and local secretaries to be forwarded to me as early as possible.—Yours very faithfully, JAMES NEILL, hon. sec., 17, King-street, Tower Hill, March 12, 1891.

LIVERPOOL BRANCHES.

The Bootle Branch held their usual weekly meeting Tuesday, Mar. 10, Mr. J. W. McGovern in the chair, Mr. Dan Ryan in the vice-chair. After the ordinary routine had been gone through, the proposed reduction of the entrance fee came before the meeting for consideration, and after some discussion it was proposed by Bro. Higginson, and seconded by Bro. G. Johnston that it stand as at present. Bro. Murphy moved an amendment to the effect that we reduce it for the month to 10s., seconded by Mr. Frank Kirman. A rider was moved by Bro. Sheridan, that it be reduced to 5s. for the space of one month, so as to give men a chance to join, the present sum being prohibitive. This was seconded by Bro. Gilbert. The voting was, for the rider 18, for the amendment 3, and the proposition, nil; the rider was declared carried. A scheme having been mooted to the members to go and join the Shipping Federation, Bro. Higginson moved that the members of this Branch have nothing whatever to do with the Shipping Federation. This was seconded by Bro. Ryan and carried unanimously. Bro. Higginson moved that the representatives of this district in the Houses of Parliament be asked to attend a meeting to be held at the Westminster Palace Hotel, London, on the 13th inst., to take into consideration, the present administration of the Merchant Seamen (Payment of Wages and Rating) Act, 1880, with reference to the rating of A.B.'s, and to bring pressure to bear on the Government to carry out the Act in relation to the same. This was seconded by Bro. Johnston and carried. This being all the business, the meeting then adjourned.

BIRKENHEAD BRANCH.

At the weekly meeting of the above Branch, held on Wednesday, March 4, Bro. Barry Ennis in the chair, the minutes of the previous general meeting and committee meeting were read and adopted, after which the correspondence and financial statement for the week ending Feb. 23 were read and accepted. A considerable discussion took place respecting the present attitude of the Shipping Federation in the Cardiff district, and after various members had given vent to their opinions, the debate was adjourned. Some discussion afterwards took place respecting rule 9, clause 9, after which the meeting adjourned at 9.15 p.m., after according a hearty vote of thanks to the chairman. During the past week things in general in this quarter have been somewhat brisk, though the supply has been greater than the demand.

GLASGOW BRANCH.

At the usual weekly meeting, held in the Typographical Hall, 102, Maxwell-street, Bro. C. Wright presiding, the minutes of the previous meeting were adopted. Committee minutes were next read and adopted. Several items in these minutes were then commented upon, much indignation being expressed at the action of Bro. Robertson in engaging Archibald Mason to go a trial trip with him, in opposition to the ruling of the committee, and the promise made by Bro. Robertson to the secretary that he would dispense with the services of a member. A strong feeling prevailed among the members that Mason's non-compliance with the rules fully warranted his expulsion, but this was left an open question in the meantime, Bro. Broderick moving and Bro. Lennie seconded, a motion that Bro. Robertson be censured for his conduct, and summoned to attend the first general meeting to explain matters before being further dealt with. This also unanimously carried. Cor-

response was next read from Burntisland, Greenock, Montrose, and Peterhead, heartily endorsing the resolutions passed at the Glasgow meeting of Scotch secretaries, a few days ago, in reference to the formation of a Scotch district committee. A proposed general strike, March 10, elicited disapproval. Short addresses on the proposal were made by Messrs. A. McGregor, Boyd (secretary), Broderick and Wright. It was ultimately resolved, on the motion of Bro. Broderick, seconded by Bro. McLellan, that our present relations with the Clyde shipowners do not warrant such action being taken by us, and that the proposal be entirely rejected. This was carried out without a dissenting voice, 118 votes being recorded. It was unanimously agreed to hold two further meetings on the subject, one in the Assembly Rooms, McLean-street, on Friday, and the other in Waterloo Rooms on Sunday, before sending the resolutions to the head office. A communication asking the Branch to forward contributions, was commented on. The secretary at Birkenhead complained of the conduct of Boatswain Agnew, *s.s. City of Oxford*, for his behaviour towards Bro. McCusker, of this Branch, one of the crew of that ship. The members instructed our secretary to deal with Agnew on his return to Glasgow. An appeal was made by Bro. McGregor to the members for permission to admit Robert Hannah to the meeting, an erring member, who sincerely regretted his past conduct, and now desired to explain matters and apologise. This being agreed to, he was admitted, and explained that his necessitous circumstances, and the constant importuning of his boarding-master, impelled him to join the "Federation" steamer *Baron Fife*. He was then asked to retire, when Bro. Broderick moved, and Bro. McGregor seconded, that he be fined in the nominal sum of sixpence. On being recalled, he was duly cautioned by the chairman, and the finding of the meeting read to him. He then courteously thanked the members for their clemency, declaring his staunch adherence to the Union, the secretary remarking that this was one out of many hundreds of cases of a similar kind that might be adduced to prove that the taking of the Federation ticket and the so-called success of the "Free Labour" scheme were but the necessary outcome of depressed trade, and not by any means the free choice of those who became identified with it. It was not too much to say that improved trade was now within measurable distance, and the capitalistic apparition, in this district at least, trembled in the balance of annihilation, much to the dismay of those in its service who had done their level best to smash the legitimate organisation, but, thanks to the intelligence of the seamen and firemen of this port, with sorry success or credit to themselves or those who employ them. The members of the relief committee reported progress, and it was unanimously agreed to add Bro. C. Wright's name to the list. On the motion of Bro. A. McGregor, seconded by Bro. McKie, and unanimously agreed to, a vote of censure was passed upon Darroch shore contractors for infringement of the rules in relation to moving ships and other harbour work. This closed the meeting.

DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell in the chair, the minutes, financial account, and correspondence having been accepted as very satisfactory, the chairman, amidst great cheering, addressed the meeting at great length on the progress of the Labour war in Cardiff and other ports, pointing out the mean tactics that the Free Labour Federation were stooping to employ against the unfortunate worker, who amassed the capitalists' enormous sum of money they boast of by his sweat and blood and even by his life, which money these philanthropic capitalists utilise to grind you down and keep you under their heel more firmly than before. And the men they were employing were the vilest scum, most of whom never went to sea in their lives until the boarding-house masters passed them off as A.B.'s and firemen. He was glad to see that Mr. J. Chamberlain had asked a question in Parliament about the capabilities of the newly-found British tars. That question, he was sure, the Shipping Federation and their abettors would find it hard to answer, for most of these crews were only competent to go back from whence they came, and that was to jail. But as to their manning a ship, that was out of the question, for they would not know even what the wheel was meant for, much less how to steer. We had a good instance of it from the confessions of some of those scabs not long ago through the columns of SEAFARING, where one admitted he thought the fireman's rake was a sort of fishing-rod. The passengers on board of any steamers manned with such as these could not feel comfortable and secure, more particularly in such

weather as we have had for the past week or two. The British Government thought nothing of spending a few millions and several thousands of lives in the Soudan to try and save the life of one man, but here, at our very door, they were winking at a parcel of miserly shipowners whose employees refuse to be bullied into paying so much for getting leave to amass gold for them. These sanctimonious sea pirates are allowed to risk the lives of the public daily. It was time that Parliament did something. At the coming elections we would send men there that would look after the interests of the workers, and by doing so would be looking after the interests of the general public and not after the capitalists, that were now allowed to paralyse trade and endanger life. He hoped that every man would stand shoulder to shoulder in Trades Unionism, and march to the poll when the time came, and vote like one man for the Labour candidate. Let neither religion or politics interfere, and they would be sure to win. The commerce of this country, once the great emporium of the world, was being daily ruined by the disastrous policy pursued by the capitalists, who would sooner allow the foreigner to walk in than do justice to his own countrymen. They were only asked for justice, viz., a fair wage, proper wholesome food, and a place fit to live in, instead of the pigsties they had now to inhabit; and surely these were in reason. God knew the owners were making enough of capital out of the unfortunate workers, without trying to force the men to pay them so much for getting leave to work, and that was what the Free Labour Federation ticket meant. (Cheers.) The time had now arrived for proving to the world that we were men and men worthy of public sympathy. But, unless we help ourselves to the utmost in this great battle, we could not expect others to help us. (Great cheering.) Bro. John Johnson then proposed, and it was duly seconded and carried: "That we, the members of the Dublin Branch, pass a hearty vote of thanks to the Typographical Printers, who sent £10; also to the regular pavers who sent £1, to the tobacco employes of Messrs. Taylors, who sent £1 for the benefit of our brothers now fighting for the cause of freedom in Cardiff and other ports; carried amid cheers. It was then proposed we send the second instalment of the Branch levy to Cardiff, which amounted to nearly £4; carried unanimously. The meeting shortly afterwards terminated.

SUNDERLAND BRANCH.

This Branch held its usual weekly meeting, March 9, at the Dog and Pheasant, Coronation-street, Mr. J. Priest in the chair. The minutes and committee's report were adopted. A complaint was made against two members who had failed to join their ship after signing. The meeting dealt severely with the said members. Several letters were read to the meeting, also two circulars from the Executive. It was decided, seeing the present depressed state of trade, and the amount of sailors and firemen who have been employed ashore, to reduce the entrance to five shillings at the present time to give all those who are not members a chance of becoming so. The secretary then read the minutes of the last Executive Council, but owing to the late hour there was not time to discuss them at any length.

It is stated that an important conference took place at Sunderland on Mar. 11, at the offices of the Mayor, between members of the Shipping Federation and representatives of the Sailors' National Union and the North of England Sailors' and Firemen's Society. The Mayor (Councillor Robert Shadforth) presided. The proceedings were strictly private, but it is understood that the object of the conference was to endeavour to come to some agreement in regard to the Federation ticket. Negotiations are still in progress, and another conference will be rendered necessary before the question is settled.

NORTH SHIELDS BRANCH.

At the usual weekly meeting of this Branch Bro. R. Latimer, president, in the chair, after the minutes and financial report were adopted, complaints were made against several men misconducting themselves, and were dealt with accordingly. The secretary gave in his report from the deputation in Newcastle, which was received with satisfaction. Mr. Brown also gave in his report of the business done on the river. Reports of outside delegates were also given, which were approved of. Moved that we pay the last instalment of the banner account £10, as we received the banner that morning and it gave great satisfaction to the members, also to critics. The local side of the banner represents in the centre "The Wreck of the Stanley," with four medallions representing "The Old Quay," "Ralph Gardner's Monument," "Colingwood's Monument," and "Tynemouth Bay."

The other side represents the Union; in the centre are a seaman and fireman on the strand in earnest conversation, grasping each other's hands firmly, with the Branch motto entwined around them "We've severed the chains of slavery by Unity." The four medallions on the side represent "Homeward Bound in Steam and Sail," the name of the sailing ship being "J. H. Wilson," the other two being "The Lifeboat to the Rescue" and "No one on the Look-out." Every seaman will know what this means without any explanation. It was resolved to obey the orders of the Executive and abide by the circular that was read to the members. All hands are taking the Federation ticket with serious intentions of still maintaining their rights as seamen. Resolved that we attend the "Gardner's" demonstration that has to be held on Whit week, with band, banner and regalia. The banner will be on view for some time in the European Hotel, North Shields. Work is hard to get, as some of the yards are paying off men. Wages are still maintained at the old rates.

Last Monday night the members of the North Shields Branch resolved to accept the Shipping Federation ticket. The result of the acceptance of the Federation ticket has caused great commotion among seamen, and this morning the Federation office in Station-road, South Shields, was crowded. In course of the morning the captain of the screw steamer *Dalbattie*, of Middlesbrough, from Hartlepool, arrived at South Shields, and engaged a Federation crew at the current rate of wages.

SOUTH SHIELDS BRANCH.

At the weekly meeting of the members of the South Shields Branch of the Union, held at the Hall, Coronation-street, South Shields, Mr. Hogg, vice-president, occupied the chair, and there was a crowded attendance. The secretary (Mr. D. Clement), read the report, which again showed an increase of members and finances. The income during the past week amounted to £109. He also referred to the Shipping Federation, and said in his opinion, the action that had been adopted that day by the members of the South Shields Branch, to accept the Federation ticket, had taken away the mainspring of the Federation clock. He averred that many of the shipowners had been coerced into the Union. A letter was read by Mr. Clement from Mr. J. H. Wilson, the general secretary, suggesting that as a number of men were out of employment who had been discharged from yards and other places on shore, and who were seeking employment at sea, the entrance-fee be reduced for one month to 5s. and 10s. Mr. Clement suggested that if the entrance-fee were reduced the persons paying such reduction do not come into benefit for six months. After some discussion it was resolved that the entrance-fee stand as it is at present. Mr. Shelly, of the Coal Porters' Union, also spoke on this subject, and suggested that before they put the resolution in force they should ascertain what the other Branches proposed doing. It was resolved that the members of the South Shields Branch attend the Free Gardeners' Demonstration at North Shields on Whit-Monday. Nine shipwreck claims were paid before the meeting adjourned with a vote of thanks to the chairman.

PETERHEAD BRANCH.

There has nothing been done here since my last report. Eight of the men who should have been on board the *s.s. Hope* have already shipped at South Shields. To relieve the monotony, a few of our members had a demonstration of a kind which I decidedly object to, viz.:—Burning or immersing effigies. It came to my knowledge that such was to be done, and as a matter of fact I made inquiries and found no one who knew much about it, only that a flute band was to lead the procession, headed by a toy banner resembling the R. N. R. engineers, and followed up by an effigy, and when they came abreast of the office a halt was to be made, and three hearty cheers given for the secretary, and then proceed to the house of Captain John Gray, and demonstrate there in a different manner. Immediately I made it known that the secretary objected to such tactics as annoying, and if they carried out that part of the programme he would immediately resign. The day at last arrived and a few thousands turned out to see the final scene, which was rather more than they bargained for. It appears when at the quarter of the *s.s. Hope*, Captain Gray, Weatherburn, a harpooner, fired a blank cartridge at the men who were unloading the "Federationist," before chucking him in the water, and wounded him rather severely on the right hand to such an extent that medical aid had to be got to extract the wad. For the offence a bail of 20s. was forfeited. I hear this decision is to be

appealed against at the High Court of Justice, the only place of appeal against a Bailie's decision, and action for £50 will then be made against Weatherburn and others for injury and loss of time. Of course, the Union will not support any action brought about in such a manner. The correspondence in SEAFARING has raised a hornet's nest amongst "penny-a-liners," and *nom de plume* correspondents, to whom no reply will be given. Masters and owners or correspondents who only can stab in the dark, are below my notice, although one letter, headed London, I was aware of it being "got up" before publication, as being manufactured in Peterhead. The other in Edinburgh, by the "Champion Undertaker." I remember once being at a public supper; I said, "Whenever I see my name in print, and the writer does not show himself, that correspondence I never read, and of course does not annoy, and therefore demands no reply, while it is only cowards who will slink away when a correspondent brings him up to face facts, and signs his name." The fourteen men who came on shore from the *s.s. Hope* are now away. The next vessels which signed are the *s.s. Windward* and *s.s. Eclipse*. Union men are not allowed to man these vessels under pain of expulsion. Truth is stranger than fiction; the only men to be feared here are our own members. They were the first who "blacklegged," and are still "blacklegging," but let them go at it, such are not men but "bullies," who can talk Union at South Shields and join Federation here. Wait, the boot will only pinch when the vessels return; by that time the Union will be stronger than ever. The *s.s. Hope* sailed for Greenland Tuesday *via* Shetland, to get the remainder of her crew. The seal and whale fishing has almost ruined speculators and seamen. Thirty years ago we had over thirty vessels, while to-day one third of the fleet have left, and the other two-thirds leave next month, or three in all. It's a pity, but it might have been worse.

MIDDLESBROUGH BRANCH.

At the general meeting, March 9, the president in the chair, T. Haswell wished to join as a fireman, and was accepted along with two other new members, the minutes after much discussion were confirmed as read. A letter was read from the general secretary about the reduction of the entrance fees in regard to men who had not been to sea since the Union commenced, also a letter in regard to the Federation ticket. Bro. J. Menzies, a member of this Branch, asked for his strike pay, as he had been shipwrecked in the *s.s. Paraguay*. It was proposed by Bro. J. Leary, seconded by Bro. G. Reid, that he be paid his strike pay. A circular was read from the general secretary in regard to our members taking out the Federation ticket. It was moved by Bro. Reid, seconded by Bro. Bell, that we all take them out. A vote was then taken. The votes were:—For taking the ticket, 60; for not taking the ticket, 25; neutral, 13. The crew of the *s.s. Bull* came out by refusing to take the Federation ticket. Moved by Bro. G. Reid, seconded by Bro. C. West, that the crew of the *Bull* get strike pay. The meeting adjourned at 10 p.m.

DROGHEDA BRANCH.

At the general meeting, held Friday, March 6 the president, Mr. J. Finnigan, in the chair, the minutes and financial statement (which gave great satisfaction to the members) were adopted, and correspondence read, which caused a lengthy discussion, after which the following resolution was carried with cheers, "That we, the members of this Branch, stand loyal to our general and Union, come weal, come woe, and conquer our enemy." A deputation was appointed to wait on the shipowners of the town, consisting of the following:—Bros. P. Murphy, P. Morgan, Michael Hoggins, J. Finnigan, J. Brannigan, T. Fitzgerald, and the secretary, after which the formation of a trades council for Drogheda and vicinity was freely discussed, whereupon Mr. J. Louth moved "That we the members heartily approve of the trades council being formed, and that we be affiliated to it"; seconded by Bro. P. Murphy, and carried unanimously. Several other resolutions being carried, the meeting adjourned.

DUNDALK BRANCH.

There has not been a meeting held in this Branch on account of the members granting the use of their room to the formation of a Branch of the N. U. of Dock Labourers in this port, which was well attended and practical business performed, 40 members being enrolled and a committee elected, and also a secretary. I cannot give the details of the business, but it's down with Federation labour and success to Trade Unions.

NEWCASTLE-ON-TYNE BRANCH.

At the meeting of the Newcastle Branch, held at Lockhart's Café, Side, to consider the policy of the shipowners as manifest by their notice issued on Saturday, the feeling of the meeting was that the action taken by the shipowners through the Shipping Federation was more coercive than the policy of the Seamen's Union, and did not agree with their previous manifesto issued by Mr. Laws. It was thought that the shipowners wished to compel members of the National Union to take the Federation ticket against their will. A circular sent by Mr. Wilson was put off until next meeting night. The members decided to stand by their previous resolution to fight when called upon to the bitter end.

DUNDEE BRANCH.

A meeting of the above Branch was held March 10, Mr. Wm. Malloch (in the absence of the chairman) presided. The first business was in reference to James Thompson, who wished to join the Union as a trimmer. On the motion of Bro. Gunn, seconded by Bro. Fortune, he was approved of. The minutes and income and expenditure having been approved of, Bro. A. Y. McDonald moved that the minute of the previous meeting relating to the sending of the weekly income to the head office weekly be rescinded. His reasons for doing so being that seeing the crisis that is pending here, he was of opinion that it should be kept here to defray any expenses which might occur. This was seconded by Bro. A. McDonald, and there being no amendment, the motion was carried unanimously. The reports of the special meetings were next submitted to the members, the special meetings having been convened at the request of the general secretary to take into consideration the circular issued by him, having reference to a general block by the sailors and firemen, to put a stop to the shipowners forcing the Federation ticket upon the members. Various opinions were given, the general opinion of the members being that the only thing to be done was to have a general block. A circular having reference to the entrance fee being reduced to 5s. or 10s. for one month was then read. Bro. A. Y. McDonald moved that the entrance fee be reduced to 5s. for one month, so as to enable all non-Unionists the privilege of joining at the above entrance fee. The deputation that was elected to visit the shipowners of Dundee then gave in their report, which was that the majority of the shipowners were in the Federation, and that in some of the offices they visited they were received very coldly.

GOOLE BRANCH.

The Trade and Labour Council of Goole, which recently held its first annual meeting, re-elected Mr. W. R. Chappell as secretary. With one exception the whole trade and labour organisations of the port of Goole are affiliated to it. It intends to contest seats on the various local public bodies. It sent a donation to the Trade Union Congress at Liverpool, and appears to be going on well. We take the following from its annual report:—We must also congratulate the seamen of the country on the passing of the Load-Line Bill, mainly through the instrumentality of the seaman's champion, Mr. Samuel Plimsoll. We add with pleasure the fact that we were successful in placing a labour candidate at the head of the School Board election, whilst two other officers of our Council were successful. In conclusion, we trust the year we have now entered upon will be even more successful than the past, and that the day of disastrous strikes and waste of resources, accompanied by bitter feeling and their attendant calamities, affecting both capital and labour, will become simple records in history, and in lieu we shall see recognised more equitable means in meeting the difficulties that may arise on either side. Let our motto be "Justice," and in the end right must prevail.

LEITH BRANCH.

As reported last week trade is at present very dull in Leith, and there are many men idle. The deputation sent to interview Mr. Wilson returned on Saturday night with instructions, and a special meeting was held on Monday afternoon to consider these. The secretary having read the letter from the general secretary, and the deputation having reported their interview, a long discussion followed. A deputation of well-known gentlemen was formed to interview the shipowners. After some further business the meeting was adjourned.

On Tuesday, March 3, the usual general meeting was held, Bro. Pratt presiding. Two new members were proposed and it was agreed to admit them. The secretary proceeded to transact the usual business, but Councillor Gibson, one of the deputation, came into the meeting and the standing orders

were suspended to allow him to address the meeting. He related the interview they had had with the various shipowners. After his address the meeting was adjourned.

Another special meeting was held on Thursday, March 5, when a further address was delivered by Councillor Gibson, but the meeting was adjourned without any decision being come to.

On Monday, March 9, a special meeting was again held, the chairman presiding. The secretary read the latest telegrams from the general secretary. Some discussion took place on the circular from the general secretary, and the following resolution was passed unanimously:—"That we, the members of the Leith Branch of the Union, seeing the harmonious and amicable relations that have existed between us and the local shipowners since the formation of the Branch, and that we have already and are still prepared to sail with non-Union men, we take no action in the proposed general strike." A deputation of six members was proposed to visit the local shipowners and report the decision of the meeting, and various suggestions were made for the deputation to act on.

WEST HARTLEPOOL BRANCH.

At the usual weekly meeting, held March 6, Bro. Teart in the chair, nearly 100 members being present (quite a record for this Branch), Bro. Jack moved that £25 be sent to assist the men on strike at Cardiff. This was seconded by Bro. Robson, and carried unanimously. It was decided to remit all fines standing against members for detaining ships, and give them the opportunity of becoming good Unionists once more. The reason for this step is the discovery that the Shipowners' Federation are using this class in their attempts to crush us. Bro. Beard next proposed that the entrance fee be reduced to 5s. for one month to all qualified seamen; this was seconded by Bro. Wilson, and carried unanimously. Voting by ballot in reference to a general block was next proceeded with.

KING'S LYNN BRANCH.

At the usual meeting of the Branch, held at the Royal Standard, County Court-road, Mr. C. W. Arnold, in the chair, and a good attendance of members, the minutes of previous meeting, also income and expenditure, were confirmed, the secretary stating that since last sessions he had enrolled three members. After reading of correspondence a lengthy discussion ensued, carried on by Bro. E. Flanders, S. Swaine, F. Masson, H. Cooper, and others. A committee was elected to wait upon the shipowners of this port to ascertain their views on the Federation ticket—whether they intend to insist on our members taking the ticket or not. It was also moved by Bro. H. Cooper, seconded by Bro. Flanders, that we adhere to the principles of the resolution that was passed at the special meeting of March 5 last. Bro. E. Flanders and the secretary then gave an interesting address, which was well received by the members, the secretary stating that a steamer had signed for Mediterranean with a full Union crew and Union rate of wages. After a vote of thanks to Mr. J. H. Wilson and the officials of this Branch, the meeting adjourned.

ABERDEEN BRANCH.

For report of a demonstration by this Branch see page 5.

At the Police Court here, before three magistrates, David Ritchie, seaman, was charged on March 7 with a breach of the peace on board the steamer *Beresford*. The evidence was conflicting, but defendant, for whom Mr. Watt, advocate, appeared, was fined 40s. or twenty days.

One thousand pounds, funds of the Shore Labourers, having been arrested by the Shipping Federation, £100 was advanced to them by the Trades Council and distributed as strike allowance on Saturday.

Mr. J. C. Thompson, at a meeting of the Aberdeen Trades Council, said that not one of the men at the port of Aberdeen, be he sailor or fireman, could get a job on any vessel unless he joined the Federation Union and took a Federation ticket. (Hear, hear.) The Federation said they "claimed the liberty of employing competent seamen, Union or non-Union, but are denied this privilege by the Seamen's and Firemen's Union." Now, it was an acknowledged fact that it was one of the great objects of the Seamen's Union to supply the most competent men. There was not a shipowner at the port that would not confess that the men outside the Union were not competent, and that only within the Union were the competent men to be found. (Hear, hear.) The men of the Seamen's Union were willing to sail, even with men who were not Union men, but the owners, on the other hand, demanded that they should take this Federation ticket as a pledge. If men had not

moral stability 20 tickets would not give it them. (Applause.) He challenged any shipowner at the port to come and say that he had experienced what was given forth in the Federation statement—"That on more than one occasion, after vessels had been days at sea, when it became known to the Union men that there was a non-Union man or men on board something like mutiny took place, and the crew ordered the vessels either back to the ports whence they sailed, or made matters very uncomfortable to the officers." He challenged them to mention a case where this had been done by any seamen in connection with any of the ships belonging to the Port of Aberdeen. (Applause.) It was Trade Unionism pure and simple which made the shore labourers leave their employment and demonstrate the fact that they were in sympathy with the seamen and firemen. (Applause.) They had placed an arrestment on the Union funds. (Hissses.) He hoped the Council would not be prejudiced by the statements made by the owners. (Applause.) It was not a case of Union or non-Union men, but a case of forcing men to take a ticket which declared them to be non-Unionists. He was glad to be able to say that not one of those who came out had gone back to his employment.

HULL BRANCH.

The fishermen's section is doing wonderfully well amongst the trawler engineers, every man of whom sailing out of Hull is a Union man, and there is not one on the Branch books out of a ship. It is considered by many a mistake that Mr. Hill and Mr. Lee were stopped from organising the weekly hands.

At the usual weekly meeting a resolution was passed unanimously deeming the time inopportune for a general block throughout the country. After a discussion on the Federation ticket, it was unanimously resolved that we the members of the Hull Branch do stand loyal to our Union and refuse to have anything whatever to do with the Federation ticket. The Union Home is now established at 48, Mytongate, and in full working order, and many seamen have availed themselves of this Home. Good accommodation and moderate charges. We are pleased to note that Captain J. Colvin has taken over his official duties as district secretary for the Humber ports, Hull, Goole, and Grimsby, at 1, Posterngate, Hull.

ROTTERDAM BRANCH.

At a meeting of this Branch, held March 9, financial reports, correspondence and delegate report were read and adopted. A piece from our valuable paper SEAFARING was also read, inserted by Mr. Victor Backe, the secretary of the Scandinavian Department, respecting which C. W. Brown, of the Continental Department, writes:—"Mr. Backe speaks of the last strike at Copenhagen, saying, the owners imported Germans and others into Denmark. I must state that this gentleman is labouring under a mistake, and will find that one-third of the German mercantile marine service is Scandinavian, principally Danes, in Hamburg and Bremen ships. The other two-thirds consist of born Germans, and half of them or more serve in the navy. I cannot think why they should go there, as it is no inducement to them, because the firemen in Germany earn 85 marks, equal to £4 5s., and trimmers get £3 5s., and the sailor £3 and more. I am sure there was no Danish sailor or fireman receiving those wages at that time or even now. They have had a hard strike at Hamburg and have stood out manfully, and fought to the bitter end. If there had not been so many Scandinavians, less ice, more funds, and better organisation, they would have gained the day. Anyhow, the success was over some of the largest firms, and I get still their 85 marks. Only the small owners give them trouble now, who have nothing to gain and nothing to lose and might well lay their steamers up. The men stood out manfully and had no assistance from other nations, so no disgrace to them, although they are Germans. If it was not for the small funds, they would have hung out longer, but only for a short time and they will start again, amalgamated with the Sailors' Union and also with other nations, but are just waiting for a convenient time, and perhaps at a time when the British owner cannot sail his ships, and the German owners will take their place to get good freight. Then we will be with our British brethren and show them what metal we are made of. Up till now there have been no scabs going from the Continent, thanks to the men and the delegates and pickets, which are employed to watch and prevent this. You are well aware that the fare from the Continent is only ten shillings, deck passage. The owner says that is good enough for a sailor or a convict. A good man

will not act as a scab. I must, personally, thank our delegates and the men, some paid some volunteers, for the service they have rendered so far in this hard struggle, and I am sure will further assist in this great war of labour, and at the end we will see who has been the best soldier in the field to assist our British brethren. If we cannot do much in financial matters at our small rate of wages, we will do it with principle, and not undermine our British brethren and take their places, rather starve or work with the farmers in the field. That is the resolution passed on the continent. I hope the Scandinavians will adopt the same, and let us have no more nationality. It is high time that this should be dropped. A man is a man even if born in a mouse-trap. As regards Holland, you will find more Scandinavians in Dutch ships than real Dutchmen. A captain or officer cannot handle a Dutchman in the same way as he can a Scandinavian when he comes green to those ships. Also look at Belgium. I will not state other nations as it is no concern of mine. So, Mr. Backe, if you tell a German or a Dutchman, Don't go there, there is a strike in that country, he will obey you and not go there.

GOTHENBURG BRANCH.

At a meeting held by the members of the Gothenburg Branch of the A. S. & F. Union, the following officers of the Branch were elected:—Messrs. E. D. W. Dalgreen, chairman; B. A. Svensson, vice-chairman; J. Ahlström and A. Sörensson, chairman and vice-chairman of the Trades Council in Gothenburg, as trustees; A. Bruce, P. F. Anderson, auditors; P. Anderberg, treasurer of the Trades Council, as treasurer; A. Linström, A. Eliasson, A. Pettersson, O. E. B. Nilsson, committeemen; to stand for the half-year. There was also a committee of seven elected to make out a price list for the port. It met on the 21st ult., and succeeded in making out a price list. At the meeting of the Branch was discussed the advisability of having an office near the shipping office, which the secretary said he already had in view, and was in correspondence with the Departmental Office about it. Some of the men said it would be necessary to have an office down there. The secretary has since received instructions from the Scandinavian Department that he should take the office he had in view. The Gothenburg Branch office will accordingly hereafter be at No. 31, Stigsbergsgatan, Gothenburg, Sweden. At the meeting several members were proposed and accepted.

At a meeting held on March 6, after the usual programme was gone through, the following resolutions were unanimously agreed to:—(1) That the weekly returns should be read for every week at each meeting. (2) That a delegate should be appointed by each ship's crew going long voyages, and name of delegate and ship sent to the Branch office. (3) Mr. Bruce read a letter to the meeting which he was permitted to send to the *Social Democrat*, along with a letter from a shipowner which appeared in SEAFARING. It was decided that a doorkeeper be elected each meeting night.

ALLEGED OVERWORK.—At the West Ham Police Court, Charles Pain, 22, John Lee, 36, George Smith, 21, Robert Hyslop, 20, Martin Memsey, 27, and Thomas Elliston, 27, described as marine firemen, of the steamship *Burderer*, lying in the Victoria Docks, were charged with wilfully disobeying the lawful commands of Frederick Manley, the master of the vessel, on the high seas, between Boston and London, on the 28th ult. It appeared from the evidence that when in the English Channel, one day from the port of London, the captain directed the accused to clean the engines. They refused, saying they had done a lot of extra work, and would not do any more. In consequence they were "lugged," and the master declined to give them a character. It transpired that they had worked some extra hours, owing to the fact that one of the crew fell ill. The magistrate ordered each to pay a fine of 5s. and the costs of the proceedings.—Thomas More, a fireman of the steamer *Derwent*, now lying at the Royal Albert Docks, was summoned for disobeying the lawful orders of John Henry Butler, the master, on the 27th January, at St. Lucia, West Indies. It was stated that the defendant with several others of the crew refused to go on with the loading of the vessel with coal and wood, on the ground that he was tired. The vessel in consequence was delayed. He was ordered to pay a fine of 10s. and the costs. Ten other members of the crew were summoned to answer a similar charge. In most instances they stated that they had worked many hours before the order to continue loading was given. In other instances two offences were cited in one information, and a technical objection was raised for the defence. The 10 summonses were dismissed with Court costs.

SHIPS SPOKEN.

Ailsa, British steamer, New York to Port-au-Prince, Feb. 22.
Annesley, between Cape Horn and 28 S.
Alene, British steamer, New York to Kingston, Feb. 18.
Allerton, Iquique to United Kingdom, Feb. 2, 21 S, 25 W.
Aristides, Spalding, Sydney to London, Feb. 8, 18 S, 28 W.
Arisaig, s, Liverpool to New York, March 1, 48 N, 35 W.
Askoy, Norwegian barque, bound east, Feb. 21, 31 N, 70 W.
Bayley, s, of London, steering SSE, Feb. 4, 2 N, 13 W.
Beechdale, between Cape Horn and 23 S.
British Peer, ship, Trinidad to London 21 days, all well, March 4, 48 N, 25 W.
Buffalo, s, Mar. 4, 50 N, 22 W.
Cambrian Monarch, Jan. 27, 2) N, 89 E.
Clan Macpherson (? Clan Mackenzie), Jan. 21, 4 S, 30 W.
Cochin, Jan. 18, off Falkland Islands.
Conway Castle, s, March 7, 48 N, 5 W.
Cornelia, barque, of Rotterdam, California to New York 117 days, Feb. 2, 21 S, 28 W.
Cruasader, of Glasgow, all well, 47 N, 9 W.
Cutty Sark, Woodget, Sydney to London, Jan. 29, 28 S, 26 W.
Desdemona, San Francisco to Cork, Jan. 31, 27 S, 26 W.
Edward D. Jewett, British barque, Pensacola to Rio Janeiro, all well, Feb. 9, 33 N, 32 W.
Empusa, s, of Liverpool, towing a torpedo-boat, all well, Mar. 4, 45 N, 9 W.
Evesham Abbey, San Francisco to the United Kingdom.
Fidelio, for New York, March 1, 49 N, 29 W.
Fort James, San Francisco to Cork, Jan. 13, 56 S, 63 W.
Greystoke Castle, English ship, steering north, Feb. 21, 3 N, 27 W.
Hawthornbank, English barque, Amsterdam to Samarang, Feb. 21, 34 N, 16 W.
"Hennfield," ship, for the United Kingdom, Nov. 15.
Ironopolis, s, all well, March 8, at noon, 13 N, 45 E.
Kaffir Chief, barque, Feb. 27, 27 N, 22 W.
Kistna, Calcutta to New York.
Langstone, barque, N.Z. to London 64 days, all well, Feb. 3, 25 S, 25 W.
Leucadia, between Cape Horn and 28 S.
Lochinvar, British barque, steering SW, Feb. 23, 25 N, 20 W, all well.
Louis, for Hamburg, Jan. 27, 3 N, 31 W.
Lovise, Norwegian barque, steering SW, Feb. 20, 1 S, 28 W.
Matawa, barque, of London, London to New Zealand, all well, March 7, off Eddystone Light.
Midnattsol, Norwegian barque, Iquique to Falmouth, Feb. 2, 24 S, 25 W.
Myrtle Holma, between Cape Horn and 28 "W."
Norna, for Channel, March 4, 47 N, 9 W.
Rembrandt, ship, New York to Madras 65 days, all well, Jan. 4, 26 S, 32 W.
Rodney, Forbes, Sydney to London, Jan. 11, off Cape Horn.
Southern Belle, for Rio Janeiro, Jan. 29, 1 N, 23 W.
Star of France, English ship, Melbourne to London, 19 N, 45 W.
Strathgryfe, four-masted ship, Littelton (N.Z.) to London, Jan. 16, 53 S, 53 W.
Sutherlandshire, for Sunderland, Feb. 24, off Portland.
Vellora, British barque, for London, Feb. 20, 5 N, 30 W, all well.
Victoria Regina, ship, Feb. 16, 110 miles SE of Eastern Channel Light.

"INTIMIDATION."—At Liverpool on Mar. 11, Peter Sloane, a Unionist docker, was charged with assaulting and trying to intimidate a non-Unionist named Ryan, who said that on the 23rd February, when working at the ship *Alexander Elder*, Sloane came and called him a scab, and said "I hear you are a fighting man, and I should like to have a slap at you," and with that made a blow at him, but he (complainant) evaded it, and struck back. The prisoner then went to the scales, took up a 1 lb. weight, and struck the complainant on the head with it. For the defence it was urged that Ryan being a well-known pugilist, was first to strike Sloane while at work, and in his passion prisoner took up the weight and struck Ryan. The magistrate saw no evidence of intimidation in the case, but for striking Ryan with the weight he fined the prisoner £5 and costs, or in default a month's imprisonment.

SOME FUN.

Man of note—The musician.
The gilded youth is simply fashion-plated.
What length should a lady's dress be? A little above two feet.

"How did the thief come to get in your house?"
"He stole in, I suppose."

"I move with the times," said the enterprising burglar, as he decamped with the "silent watches of the night."

Cumso: "Jaysmith is penurious, isn't he?"
Fangle: "I should say he was! He won't even laugh at a joke unless it is at some one else's expense."

It is argued that the ancient custom of throwing slippers after a newly-married pair had its origin in the belief that marriage is a slippery venture.

He was—"There!" said the proud father, "what do you think of that for a boy?" "He appears to be quite a howling success," returned the disagreeable old bachelor.

"A lover is a torment, and a nuisance to boot," said the pretty girl, saucily tossing her head, and the young man who was listening to her said: "So your father seems to think."

Mr. Minter: "I think I'll buy this picture, Anne." Anne: "But, papa, the picture is low in tone and colour." Mr. Minter: "What's the difference? I ain't buying a musical-box."

"You should never take anything that doesn't agree with you," the physician told him. "If I'd always followed that rule, Maria," he remarked to his wife, "where would you be?"

They tell a good story of a certain gentleman who owns a number of houses. He recently rented one to a young clerk, assuring him that it was in perfect order. A week later the young man rushed into the office and exclaimed: "See here, I want to talk to you about that house I just rented from you." "What's the matter?" demanded the owner. "Matter? Why, great Scott, the cellar is full of water!" "Water! Well, what do you expect? Champagne?"

The question has often been asked "What is the plural of a tailor's goose?" It would seem that it ought to be "geese"; but "tailor's geese" sounds odd. The use of the plural may be avoided by following the example of a tailor who wanted to order a couple from the manufacturer. First he wrote, so the story goes, "Please send me two tailor's geese." That sounded absurd. He tried again, "Please send me two tailor's geeses." Still worse! Then in despair he wrote "Please send me one tailor's goose, and, hang it all, send another just like it."

"Do I understand you to say," said the attorney, looking hard at the principal witness, "that, upon hearing a noise in the hall, you rose quickly, lit a candle, and went to the head of the stairs, that a burglar was at the foot of the stairs, and you did not see him? Are you blind?" "Must I tell the truth?" stammered the witness, blushing to the roots of his hair. "The whole truth," was the stern reply. "Then," replied the witness, brushing aside his damp, clinging locks, and wiping the perspiration from his clammy brow, "my wife was in front of me."

BEFORE AND AFTER.

Bachelor.

I throw my own cigar away
Three-quarters smoked;
I watch it turn from red to grey,
There is no tongue to chide my act,
Nor any hand to stay.

Benedict.

She throws my old cigar away
One-quarter smoked;
She asks not if she can or may,
I have no power to change the fact,
Nor any hand to stay.

It chanced one evening, at one of the great hotels, that a gentleman, seeking in vain for a candle with which to light himself to his room at a late hour, passed a young lady who had two candles, of which she politely offered him one. He took it and thanked her, and the next morning acknowledged the courtesy in the following epigram. Luckily for the poet—for his epigram would otherwise have been pointless—the young lady was as handsome as she was polite:—

"You gave me a candle; I give you my thanks,
And add—as a compliment justly your due—
There isn't a girl in these feminine ranks
Who could, if she tried, hold a candle to you!"

Justified by circumstances.—"Shay, p'leecem'n," mumbled Mr. Rambo, "give y' dollar 'f you'll shew me th' way t' my offish. Doan' wan' 'sturb Mrs. Rambo thish time o' night." The officer complied, and as he piloted him along the street Mr. Rambo observed, apologetically, "Wh'en th' offish won't sheek the man, y' know, p'leecem'n, man got t' sheek th' offish. Shee?"

A young lady, in a class studying physiology, made answer to a question put that in six years a human body became entirely changed, so that not a particle which was in at the commencement of the period would remain at the close of it. "Then, Miss L.," said the young tutor, "in six years you will cease to be Miss L.?" "Why, yes, sir, I suppose so," said she, very modestly, looking at the floor.

SARDINES IN OIL.

BY J. LAWRENCE-HAMILTON, M.R.C.S.

Continued.

DRYING.

Place and expose the sardines on their frames to dry in the air and shade, protected from rain and moisture.

Edward Earll and Hugh M. Smith, in their elaborate report of the "American Sardine Industry of 1886," make the following practical observations:—

"Sometimes the fish are dried in the sun, but owing to the frequent dampness of the atmosphere, its clouds, moisture, and rain, the sun-drying process is supplemented by artificial drying, which is gradually supplanting the natural primitive out-door methods.

"Especially when carried out by the sun's heat, the condition of the air, as regards its contained moisture, so affects the fish that in damp weather the flesh of the fish is much less firm than in dryer weather.

"In the sun or in the drying-room, where the drier heat from the stove is found to be superior to that derived from steam pipes, fish-drying may take the greater part of the day.

"Whilst in a furnace-heating-drying apparatus, from two to seven hours, as against only a few minutes in an oven.

"Before packing, oven-dried fish needs no further cooking, but, in other cases, the Americans fry the fish in boiling oil at 260 deg. F.

"Where fish are fried in a given quantity of oil, those first cooked are the best. Later the oil becomes filled with scales and small bits of fish, which, burning at the bottom, impart a bitter, unpleasant flavour to the fish."

As regards frying fish in oil, economy and efficiency are incompatible. Hence the superiority of fried fish prepared in the private households of Jewish families in preference to that sold in the fried fish shops.

The excellence of Jewish fried fish is due to the employment of pure, unadulterated olive oil, and to special care to use all possible cleanliness in every detail of its preparation.

(To be continued.)

"SEAFARING" ADVERTISEMENT SCALE.

ORDINARY POSITIONS.

	1	13	26	52
Insertion.	Insertions.	Insertions.	Insertions.	Insertions.
One Page .. 2 10 0				
Half-Page .. 1 7 6				
One-third Page 0 18 6				
One-sixth Page 0 10 6				
Three Inches .. 0 7 6	10 %	15 %	20 %	
Two Inches .. 0 5 6	Discount.	Discount.	Discount.	
One Inch .. 0 3 0				

Facing Leader, 25 % more than above prices.

Quotations given for special advertisements; 5 % discount off above prices allowed when accounts are paid monthly; liberal discount for cash with order.

PREPAID ADVERTISEMENTS.

Prepaid Advertisements, not exceeding 35 words in length, and set in same type as news (not displayed), are charged at the rate of 1s. for one insertion, or 2s. for three insertions.

Special terms for recommended Boarding Houses (see page 15).

AS OTHERS SEE US.

International Seamen's Congress.—"The recognised organ of seafaring men."

Resolution passed at meetings of seafaring men in principal ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Officers' Union.—"Best medium for advertising."

Morning Advertiser.—"Smartly written."

Daily Chronicle.—"Able conducted."

Reynolds's Weekly Newspaper.—"Bright."

Marine Record.—"Doing pioneer work."

Coast Seamen's Journal.—"Come to stay."

Railway Review.—"Circulation nearly 20,000."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."

Star.—"Good literary matter."

Liverpool Daily Post.—"Most popular."

Glasgow Herald.—"Interesting."

Liverpool Mercury.—"The organ of the seafaring class."

Weekly Times and Echo.—"The parent of the Seamen's and Fishermen's Unions."

Weekly Dispatch.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."

The People.—"Useful."

Liverpool Echo.—"Multiform attractions."

The Democrat.—"Useful work."

Seaboard.—"A warranty of long life."

Baillie.—"Dealing even-handed justice."

Weekly Budget.—"A career of much prosperity and usefulness."

Mercantile Marine Service Association Reporter.—"Written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Men and Women of the Day.—"Enjoys an enormous circulation."

Derry Journal.—"High reputation."

Western Daily Press.—"Full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving."

Northern Echo.—"Vigorously written, Doing its work well."

Southampton Observer.—"Zeal and ability."

Tonbridge Free Press.—"Interesting to everybody."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Most valuable."

South Wales Echo.—"Well edited."

Hastings News.—"A welcome guest."

"COMMOWEAL"

SOCIALIST & LABOUR ADVOCATE.

Record and Review of the Labour Movement in all parts of the World.

SPECIMENS FREE.

ONE PENNY WEEKLY.

24, Great Queen's St., Lincoln's Inn Fields,
London, W.C.

JOURNAL OF THE KNIGHTS OF LABOUR.

That is the most perfect government in which an injury to one is the concern of all.

THE JOURNAL is acknowledged to be the LEADING LABOUR PAPER in America. Its columns every week contain contributions from the ablest thinkers upon economic questions. It is the only paper in which the principles and platform of the Order are authoritatively discussed and explained.

Terms of Subscription: 1 dol. per year; 50 cents for six months; 25 cents for three months. In bulk packages to one address, 25 copies, three months, 5 dol.

Send subscriptions to JOHN W. HAYES, General Secretary-Treasurer, Box 885, Philadelphia, Pa.

THE AUSTRALIAN WORKMAN:

The Official Organ of the Trades Unions of New South Wales.

A Journal devoted to the interests of the Worker. Not made up of cuttings from other newspapers, but of original articles and paragraphs.

Gives expression to all varieties of opinion on social questions in its correspondence.

Supports all that tends to the social, moral and intellectual elevation of the Worker, and fearlessly denounces everything opposed to it.

Is comprehensive, liberal, and unsectarian.

Subscription for United Kingdom, 8s. a year.

Offices:—282, Pitt-street, Sydney.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amerstar," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

NOTICE TO BRANCH SECRETARIES.

STRIKE AT YOUGHAL.

(PORT OF CORK.)

Secretaries are requested to note the names of the following vessels, the crews of which have struck for an increase of wages. The captains intend to form themselves into a crew in order to carry the vessels to English ports, where they will try to procure men:—Brigantines *Mary Hounset*, *Nameless*, *Victor*, *Dei Gratia*, *Oicilius*, *Citizen*; schooners *Rob Roy*, *William S. Greene*, *Speedy*.

J. COLLINS,
Secretary.

FOR SALE.—Lady's Gold English Lever Watch, and English-made Chain, of Newest Pattern. One and a half Ounces in Weight. 15 Carat. A Splendid Lot. A Bargain to anyone who wants something good. Price £12, or offer.—NEWMAN, 148, Brady-st. Buildings, Whitechapel, E.

SAFE ANCHORAGE.

WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. Mooney, 6, Holm-st., Cadoxton. CARDIFF.—Seamen's Institute, West Bute-street. GLASGOW.—James Bracken, 182, Broomielaw. HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.

Seamens' Union Home, 48, Mytongate. LEITH.—Mrs. Scott, 1, Ronaldson's Wharf.

LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.

"Sleeps" Boarding House and Dining Rooms, 672, Commercial-road, E. PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SWANSEA.—E. Dann, 3, Strand.

UNITY IS STRENGTH.

MARK WORTMAN,

The Only Expert Cutter & Working Tailor,

Honorary Member N. A. S. & F. Union.

Can supply Members at Trade Union Prices.

Those proving that they have not had value for their money will have their year's contributions paid for them.

Members will also have the advantage of M. WORTMAN'S 20 years' experience as West End Cutter and Working Tailor.

VIDE INDENTURES IN WINDOW.

MATCHES & SOAP FREE TO MEMBERS.

17, VICTORIA DOCK ROAD,

AND
16, BERESFORD SQUARE, WOOLWICH

(Opposite Royal Arsenal Gates).

NO OTHER WORTMAN IN THE ROAD.

MASTERS' AND MATES

EXAMINATION.

A GRADUATE prepares Candidates for the above in Navigation and Nautical Astronomy, the science also taught midshipmen and apprentices Individual attention. Terms moderate. Address—8, Princess Terrace, Greengate, Barking-rd., London, E. Convenient to the Docks.

TOBACCONISTS COMMENCING.

£20 Write for Illustrated Guide (229 pages, 2d.). "How to open respectably, £20 to £1,000."—TOBACCONISTS' OUTFITTING Co., Regd. Chief Offices, 183, Euston-rd., London largest and complete Tobacconists' Furnishers in London. Manager, H. Myers. Established 1866.

UNION BOARDING HOUSE.

MRS. SCOTT,

1, RONALDSON'S WHARF, LEITH.

Good home for members of the N.A.S. & F.U. at Union Rates. No Federation men or non-Unionists need apply.

Well known for Cleanliness and Respectability.

Honorary Member—Recipient of Gold Medal from the N.A.S. & F. Union.

THE ANCHOR HOUSE,

11, COMMERCIAL ST., LEITH,

J. WILLIS, MANAGER

SEAMEN'S UNION CLOTHIER & OUTFITTER.

Suits made to measure on the shortest notice and most reasonable terms.

A Speciality is our OILSKINS

made on the premises, without the manufacturers' profit.

Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to visit the ANCHOR HOUSE, 11, COMMERCIAL STREET, a few doors from the Union Office.

MCCANN & CO.,

LONDON HOUSE, HOLTON ROAD, BARRY.

Seafaring men cannot do better than buy their CLOTHING at McCANN & Co.'s. We buy for Cash from the best manufacturers, which enables us to give the best value to our customers. One price; no abatement. The Largest Stock in the neighbourhood.

McCANN & CO. London House, Holton-rd., Barry. Near Victoria Hotel; 4 minutes' walk from Shipping Office.

NOTICE TO UNION MEN.

Union men frequenting BARRY DOCK are respectfully requested to Board at

MRS. MOONEYS,

6, HOLM ST., CADOXTON.

(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address

SEAMEN'S UNION HOME,

48, MYTONGATE, HULL,

Members of the Union only are taken in as Boarders in the above Home, by Day or Week.

TERMS MODERATE.

NOTE.—All funds go to the funds of the National Sailors' and Firemen's Union.

J. HILL, Secretary.

AMALGAMATED SEAMEN'S UNION

"SLEAPS"

BOARDING HOUSE & DINING ROOMS,

672, COMMERCIAL ROAD, LIMEHOUSE,

LONDON, E.

(Near Eastern Hotel).

First-class Accommodation for Seamen.

Recommended by the Secretary of Green's Home Branch.

JAMES DYMOCK & SON,

Grocer, Ironmonger & Ship Chandler,

PIERHEAD, B'NESS,

Near Union Office.

Seamen and Firemen supplied with all kinds of

Stores, best quality, at Lowest Prices.

THE UNION PUBLIC-HOUSE IN GLASGOW

IS THE

HEBRIDEAN VAULTS,

JAMES WATT STREET.

PERCY'S TEMPERANCE HOTEL,

ANALBY ROAD, HULL,

Opposite the Excursion Platform, Paragon Station.

MEALS AT ALL HOURS AT MODERATE

CHARGES. GOOD BEDS.

Special Accommodation for Officers, Seamen, and

their Wives. Private or Public Rooms.

Stewards can safely recommend this House to

Passengers.

PROPRIETOR—ALBERT PERCY,

Hon. Member Hull Branch N.A.S. & F.U.

SEAMEN should visit this Establishment.
(Close to East India Dock.)
WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.

NEEDLE AND ANCHOR.
P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E

Captains Supplied at Wholesale Prices.
OILSKINS AND SEA-BOOTS A SPECIALITY
PAWNBROKERS.
Liberal advances made on all kinds of property.

ESTABLISHED]

UNION CLOTHING DEPOT.

[1873.

CHARLES MILLS,

No. 9, STATION ROAD (Between Mill Dam and Market Ferry), SOUTH SHIELDS.
NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S
OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,
70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,
AND
28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED

SPECIALITIES IN
SEAMEN'S BEDDING

PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

J. LEWIS,
SEAMEN'S OUTFITTER,
54, BROOMIELAW, GLASGOW.

T. H. WILLIAMS,
Member Amalgamated Sailors' & Firemen's Union,
UNION OUTFITTING STORES,
4, FABIAN STREET, ST. THOMAS,
(Near the East Dock),
SWANSEA.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.
TURK'S HEAD HOTEL,
MYTONGATE, HULL.
CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

JAMES BRACKEN,
SEAMEN'S UNION
BOARDING HOUSE
182, BROOMIELAW, GLASGOW.

All Seamen going to GRANGEMOUTH should visit

WALKER & CO.,
DRAPERS AND OUTFITTERS,
GRANGE ST., GRANGEMOUTH.
Where there is always a large selection of reliable
goods to choose from.
Largest Stock of Ready-made Suits, Shirts, Flannels,
Semi-its, and all descriptions of Underclothing required
by Seamen.
Braces, Collars, Ties, Boots, etc., etc.
Suits Made to Measure in best possible style by experienced
workmen, from 40s. to £3 10s.
Large Assortment of Oilskin Coats, Trousers, and South-
westers of our special guaranteed make.

PATENT WOVEN BANNERS

GEORGE TUTILL, Artistic Banner Painter,

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend
Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the
Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

83, CITY ROAD, LONDON, E.C.

MARKET HOUSE.
WALKER & JOHNSTONE,
GENERAL DRAPERS,
Clothiers, Hatters, and Outfitters,
MARKET SQUARE, NORTH ST., BO'NESS.

Large Stock of Ready-Mades of every description
always on hand.
Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.
Seamen's Outfits of all kinds. Tailoring in all its
Branches, at Lowest Cash Prices.

J. J. ROBINSON
MARKET HOTEL,
MARKET PLACE,
MIDDLESBROUGH.

ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. (igurs of the Finest Quality.

Middlesbrough Branch Meetings of the Sailors' and
Firemen's Union held at this house.
Meetings of Shipmasters' and Officers' Union also
held here.

CAPTAIN E. DANN,
BOARD AND LODGINGS BY DAY OR WEEK,
3, STRAND, SWANSEA.

ALSO
SEAMEN'S OUTFITTING STORES,
23, WIND STREET, SWANSEA.

BRISTOL SEAMEN'S
CLOTHIER & OUTFITTER, &c.
W. J. PIKE,
HOTWELL ROAD, BRISTOL,
Honorary Member Seamen's Union.

ADVANCE and HALF-PAY NOTES cashed very
lowest terms; purchases at the time entirely
optional.

Foreign Money Exchanged. No Commission to
Runners.

N. A. S. & F. UNION HOME,
13, ROBINSON ROW, DAGGER LANE,
HULL.

This Home is Conducted on Strict Union Principles.
G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

LONDON.
N. A. S. & F. BOARDING HOUSE,
Mrs. HICKS,
13, JEREMIAH STREET,
Four Doors from Green's Home Branch Office.

NOTICE.

To Members of the National Amalgamated
SAILORS' AND FIREMEN'S UNION.
All Union Men arriving at or sailing from
LEITH are invited to visit

L. HYMAN

Pawnbrokers' Salerooms & Seamen's Outfitting Stores
3, TOLBOOTH WYND, LEITH,
Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
SEA BOOTS FROM 8/6 TO 25/.

NOTE.—L. H., being an authorised agent for the most
prominent Boot and Shoe Manufacturers, purchasers
may depend on getting the best value.

OILSKINS FROM 6/6 TO 10/6 A SUIT.

N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
a very small percentage.

UNION MEN IN LONDON
SHOULD GO TO

C. KELLY,
130 & 144a, VICTORIA DOCK RD.,
LONDON, E.,
For Serges, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

H. PHILLIPS,
PAWNBROKER,
TIDAL BASIN,
VICTORIA DOCKS.
SAILORS' OUTFITTER
In all its Branches.

S. J. GOWER,
PRINTER,

Wholesale and Retail
COMMERCIAL AND FANCY STATIONER
NEWSAGENT, BOOKBINDER, &c.,
2, MYTONGATE, HULL

N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

DAVID BECK,
GROCER & PROVISION MERCHANT
NORTH STREET, BO'NESS.
Members of the Seamen's and Firemen's Union
supplied at lowest Cash Price.
A TRIAL SOLICITED.